

Application Number	Date of Appln	Committee Date	Ward
115178/FO/2017	25th Apr 2017	29th Jun 2017	Ancoats And Clayton Ward

Proposal Erection of 2 linked buildings ranging in height from 8 to 10 storeys (plus roof top plant room) to provide residential accommodation (Use Class C3) comprising 18 x 1 bed, 84 x 2 bed, 15 x 3 bed, 2 x duplex (4 bed) and 9 townhouses (7 x 3 bed, 1 x 2 bed and 1 x 4 bed) (128 units in total) works to create provision for access and servicing, hard and soft landscaping (to include a secure external area and public realm linking Ducie Street to the Rochdale Canal) and associated works following the demolition of existing buildings. Development to include 128 cycle parking spaces.

Location Part Site Of Existing Car Park Bounded By Ducie Street, The Rochdale Canal, Peak Street, Tariff Street (Multi-Storey Car Park) And Remainder Of Surface Car Park, Manchester, M1 2JL

Applicant Belgravia Living Group, C/o Agent

Agent Mrs Rachel Poole, Deloitte & Touche LLP, 2 Hardman Street, Manchester, M3 3HF,

Site Description and Planning History, Background and Context

The site is 0.32 ha and bounded by Ducie Street, Peak Street the Rochdale Canal and part of a surface level car park. It includes part of the Rochdale Canal towpath. The Urban Exchange, a retail outlet, fronting onto Great Ancoats Street is to the north-east. The site is part of a much larger area measuring 5.9 ha based around the Rochdale Canal Basin known as Piccadilly Basin. Piccadilly Basin has been a regeneration priority for the past 20 years.

The principle current use of the site is the provision of approximately 30 surface level car parking spaces. There is also a 2 storey building housing a cafe at the junction of Ducie Street and Peak Street and a temporary cabin and area of hard standing which is used by a Car Rental Company. The site also contains a substation associated with the adjacent multi storey car park.

The 2 storey building has been on the site since the early 19th Century with the remainder of the site most recently occupied by a large commercial building known as Eider House, which was demolished in the late 1990's.

The site is close to Piccadilly Station, the Northern Quarter, Ancoats Urban Village and New Islington. It falls within both the HS2 Strategic Regeneration (2014) and Piccadilly Basin Strategic Regeneration Framework Area (2016). In terms of the later this is aims to deliver new housing and employment space within a mixed-use neighbourhood, based around a waterway in the heart of the City Centre.

Planning permission was granted in 1998 for a mixed use development at Piccadilly Basin comprising housing, retail and studio office space and included works to listed buildings and the canal. Jackson's Warehouse was restored and Vantage Quay was developed and the planning permission has been lawfully implemented. Planning permission was granted in 2007 for a revised masterplan but it was never implemented.

Within the 2016 SRF the application site is indicated as Plot K and an approximate height for development on the site is indicated at 7 storeys. As part of the delivery of the first phase of the 2016 SRF, consent was granted in April 2017 for the erection of a 9 storey 137 bed hotel (ref no 114818/FO/2016) on Plot L adjacent to the application site.

There are residential uses nearby at Jutland House and Junction Works, an Aparthotel at 81 Dale Street, BDP offices at 11 Ducie Street with retail and leisure uses, further surface level car parks and a secure multi-storey car park. Permission was granted in September 2014 for the erection of an 11 storey building comprising 91 apartments (106021/FO/2014/C2) which has recently commenced on land adjacent to Jackson's Warehouse (known as Burlington House).

Building heights do vary within this area. The listed buildings tend to range between 4 and 5 storeys whereas 111 Piccadilly is 19 storeys, Brownsfield Mill on Great Ancoats Street 8 storeys, The Place on Ducie Street is 8 storeys and the rear of Fourways House at 57 Dale Street is 9 storeys. Many of the listed buildings such as Jackson's Warehouse, Brownsfield Mill and The Place typically have larger floor to ceiling heights than modern residential schemes.

The nearest Conservation Areas are Stevenson Square Conservation Area to the north of the site, Ancoats Conservation Area to the north east and Whitworth Street Conservation Area to the west. The site is close to Brownsfield Mill a Grade II* Listed building and several Grade II Listed Buildings are in close proximity at Jackson's Warehouse, Dale Warehouse, 32-34 Laystall Street, Industry House, Fourways House, Rochdale Canal Locks 83 and 84, Junction Works at Paradise and London Warehouse Wharf.

The site falls within Flood Risk Zone 1 and as such is at low risk of flooding from rivers or sea. The site is also designated as a critical drainage area

Description of Proposals

The proposal involves the demolition of all existing buildings on the site, except for the substation and the erection of a development comprising 2 buildings which would be separated at ground floor level by a route from Peak Street to the Canal. The development would be 10 storeys adjacent to Ducie Street and 8 storeys adjacent to the Canal. It would provide 128 apartments comprising 18 one 1 bed, 84 two bed, 15 three bed, two 4 bed duplex and 9 townhouses (7 x 3 bed, 1 x 2 bed and 1 x 4 bed). It is intended that the residential accommodation would be delivered as accommodation available within the Private Rented Sector (PRS).

Hard and soft landscaping would be provided around the site including a secure external area with public realm linking Ducie Street to the Rochdale Canal. The development would include 128 cycle parking spaces.

The building would reduce in height from 10 storeys on Ducie Street to 9 and then to 8 storeys at the Canalside and would have roof terraces on the 9th and 10th floors. A number of the apartments and town houses would have external or Juliet balconies to provide some private amenity space. The town houses would be on a semi private plinth to provide some defensible space.

The façades would be expressed as a structural grid with bays of varying widths. The materials would include a plumb red brick and silver aluminium panels and silver aluminium framed glazing and doors. Projecting courses of brick would be used around the main building entrance and window openings would have 365mm deep reveals to provide depth and contrast and a highly modelled appearance. Soldier courses would identify floor levels which would help to moderate the scale. The town houses would be in a smooth faced brick to make them more legible visually.

There would be an amenity space for the residents at lower ground floor level that fronts the Rochdale Canal towpath which would be accessed via the circulation core or the doors fronting the towpath.

The main residential access would be from Ducie Street. Three town houses would face the new pedestrian route along with, lift core, a flexible reception / waiting / amenity space, the concierge, cycle parking, refuse store, furniture holding room and plant space. The ground floor block adjacent to the Rochdale Canal would include 6 town houses, a lift core, refuse and a storage room. The consent for the Hotel on the adjoining site included a part permanent and a part temporary route which this proposal would complete. Whilst it is intended that the public realm would be implemented as a single scheme, a temporary landscape treatment is also proposed for this site should it be delivered ahead of the Hotel. The route responds to a desire line and would create a connection through the site connecting Piccadilly with the Northern Quarter, City Centre and Ancoats.

A gated secure route would be created for residents between the two blocks connecting Peak Street with the public realm adjacent to the Rochdale Canal. This route would provide access for the town houses. Access to the substation also from Peak Street would be separated from the pedestrian route.

The landscaping would comprise hard and soft elements along with tree planting and a canalside seating area. A further area of hard and soft landscaping is proposed adjacent to the gated secure entrance from Peak Street which would include greenery to screen the retained substation and adjacent multistorey car park.

The building management services for would include an Estate Manager, an on-site Concierge and building maintenance operatives. Town Centre Securities manage the wider Piccadilly Basin estate and it is expected that this will be the same case within this development.

Servicing would be from a layby on Peak Street. Residents would be given the opportunity to purchase one of 38 allocated car parking spaces within the Tariff Street MSCP parking would be provided within the Tariff Street multi-storey car park.

The applicants have confirmed that all plant would be capable of being accommodated at roof level contained within the dedicated internal plant room area.

Waste would be split into the following bins and would be collected twice weekly:

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

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

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

- A viable use of an underused site: the current use as a surface level car park is unattractive and fails to fully utilise the positive attributes of the site. As a use, a residential development will complement the mix of existing residential, retail and commercial uses in the area. The redevelopment of the site will provide an attractive environment and will encourage further investment in the surrounding area.
- Support employment opportunities: The scheme will support the growing economy in Manchester. The forecasted economic growth of Manchester indicates the employment opportunities will be concentrated in the City Centre. Suitable housing is needed to support these jobs and to retain existing skill sets. In addition during the construction phase employment opportunities will be created.
- Vitality: The redevelopment of the site will animate the area and make it a more welcoming environment for pedestrians. The current use as a surface car park and its location adjacent to the canal attracts anti-social behaviour. The redevelopment of the site will create 24hr natural surveillance and discourage anti-social behaviour in the area.
- Demand: The proposed residential development will help to meet the recognised demand for city centre living for not just young professionals but families too. The site is ideally located for residents to reach a wide range of facilities including work, leisure, a wide range of social infrastructure and numerous transport options.

A statement of Community Consultation has been submitted and the Design and Access Statement sets out how the development has responded to comments made at pre-application stage.

CONSULTATIONS

Publicity – The occupiers of adjacent premises were notified, the development was advertised in the local press as a major development and affecting listed buildings and the setting of a conservation area, and site notices were placed adjacent to the site.

8 letters of objection and 1 letter of support have been received. The grounds of objection relate to the design of the building, loss of open space, impacts on amenity, impacts on Sunlight / Daylight levels, privacy and overlooking, loss of car parking highways and traffic impacts and issues with the consultation process.

The letter of support notes that the development of apartments next to the hotel that has recently been approved would be welcome and welcomes the improvement of the public realm and the pedestrian access from Ducie Street to the Rochdale Canal. Overall, they believe the new development will provide benefits to the area.

The grounds of objection are summarised below:

Design

1. The height of development is oppressive and not in keeping with the traditional design grain of the area;
2. According to the SRF, the approved height of the buildings in these sites was to be 6-8 storeys. This has now risen to 8-10;
3. The proposed building height is inconsistent with the heights of adjacent buildings; would negatively impact on the character of the area;
4. None of the buildings are designed for Manchester. Bog-Standard, catalogue buildings with no character. Is this the legacy and standard of building that the current planning department thinks represents Manchester?
5. 23 Ducie Street which is a unique café and a building that was part of the Wharf Stables that used to be on the site should be retained;
6. The scale of the development is such that it would engulf the existing residential developments in the area to an unacceptable level;
7. The development of the Hotel site along with this development would entrap Vantage Quay destroying privacy and views of the Pennines.

Loss of Open Space

1. The proposed development would further compromise the already low levels of open space in the area;
2. The proposals would build over an area currently used by NQ Growboxes and result in the loss of an important community resource and would be

contrary to policies on Green Infrastructure and Environmental Protection within the Core Strategy;

3. Should the development be approved funding should be secured through a S106 agreement for the provision of allotments for the local community.

Amenity

1. The development would result in unacceptable levels of noise disturbance for adjacent office occupiers;
2. The addition of a large block of flats to the area would create more noise pollution which will affect existing residents quality of life.

Sunlight / Daylight and Overshadowing Impacts/ Privacy and overlooking

1. A 10 storey building would have an unacceptable impact on existing levels of sunlight and daylight which for some adjacent apartments are already at low levels;
2. The proposed development would adversely impact on current views across open space;
3. Daylight investigations which rely on internal light levels within apartments are not a fair way to assess whether the proposed plans pass humane daylight criteria.

Loss of Car Parking, Highways and Traffic.

1. The loss of car parking spaces is a concern as is the lack of provision of car parking spaces as part of the development. Whilst there is a current multi storey car park adjoining the site, will this be enough to meet the needs of the new residents as well as the needs of commuters/people coming to Manchester during the weekends and evenings?;
2. The building of so many premises on these sites south east of the canal with no provision for parking, will fuel the fire for the council to push through the proposed multi-storey carpark mentioned within the SRF next to the Met building. People live here. Breathe here, and have their bedrooms and living rooms here. It's immoral to push these proposals through as it will affect all the residents' health because of increased pollution and cause mayhem with the increased congestion.

Consultation Process

1. The consultation for this planning application was non-existent. Residents only heard about this when the planning application letter came through the post. Which indicates that the figures associated with issuing planning application letters and "consultation flyers" to local residents are meaningless.

2. The involvement of the public and residents in these consultations and planning applications has become almost irrelevant in respect to the final planning application outcomes, as their objections and concerns are merely countered by applicants simply responding to opposition with the falsities which the objectors have already shown to be untrue.

Other

1. Impacts of additional noise pollution would affect the value of adjacent residential properties;
2. Furthermore, will the developer make any contributions to school places considering the additional 128/127 households within the neighbourhood?
3. Why should the developer be granted further permissions when they have made no progress in terms of delivering the permission for Burlington House,

Manchester Conservation Areas and Historic Buildings Panel – The Panel felt that the proposals worked well in this context but considered that the prominent corner should be more of a focal point. They suggested recessing the brickwork at ground floor level and curving the corner and that the ground floor could be re-configured to remove back of house functions and open up this area to the street. They asked if the soffit could be in brickwork rather than aluminium cladding and felt that there needs to be high quality detailing and finishes at ground level. They questioned whether the existing two storey building on the corner had any heritage value as its demolition will need to be justified.

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

The Head of Neighbourhood Services (Highway Services) – Has no objections but have provided advice about the Traffic Regulations orders and agreements that would be required to facilitate the development.

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

Head of Regulatory and Enforcement Services (Contaminated Land) - Has no objections subject to a condition relating to a full site investigation being carried out in respect of contaminated land issues and the need for details of appropriate remedial measures.

Greater Manchester Ecology Unit – Have no objections but make recommendations about good practices during construction to protect The Rochdale

Canal, Stott's Lane – Ducie Street Basin Site of Biological Importance (SBI) which lies on the site's north-western site boundary.

Head of Growth and Neighbourhood Services (Travel Change Team City Policy)

- No comments received.

Greater Manchester Archaeological Unit – Have no objections but note that the Archaeology study identifies several non-designated heritage assets with potential below-ground archaeological interest. These relate to several sets of late 18th and early 19th century workers' housing together with the site of the 19th century Junction Wharf. The archaeological interest can be defined as of high local significance. It is therefore not worthy of preservation in situ but should be preserved by record through a programme of archaeological investigation. The new build would impact on archaeological remain and they recommend evaluation through trial trenching, followed if appropriate by more detailed and targeted excavation, to inform the understanding of below-ground archaeological potential and significance. A condition relation to the above is recommended.

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 their document 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination' is followed as appropriate.

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

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

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

Flood Risk Management Team – Note that the applicant has prepared a drainage statement in support of their planning application. They state that assuming acceptance has been received from the Canal and River Trust or United Utilities to accept connection from the site, that conditions to agree surface water drainage works to be implemented in accordance with SuDS National Standards and to verify the achievement of these objectives should be attached to any consent granted.

Canal and Rivers Trust - Have no objections and note that the proposal is well considered and provides a positive interface with the canal and the glazed elements at the lower ground floor to the towpath would help to create activity and surveillance of the canal corridor.

They have raised concerns about the use of green screens and potential for anti-social behaviour associated with their use in some areas. They recommend conditions to protect the structural integrity of the Canal, the prevention of contamination of the Canal as part of construction management, agreement of final details of lighting and landscaping and to ensure that access along the towpath and the safety of its users should be maintained during construction.

ISSUES

Local Development Framework

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

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

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies 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 further significant improvement of the City's economic performance and seeks to spread the benefits of growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide new jobs during construction and would provide housing near to employment opportunities.

SO3 Housing - supports a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth. Manchester's population grew by 20% between 2001 and 2011 which demonstrates the attraction of the city and the strength of its economy within the region. The growth of economy requires the provision of well located housing for prospective workers in attractive places so that they can contribute positively to the economy.

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

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

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

Relevant National Policy

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

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

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

NPPF Section 1 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus) and CC8 (Change and Renewal) - Piccadilly Basin represents a strategic opportunity to support and deliver important economic and policy objectives at the Manchester, Greater Manchester and national level. The development would be highly sustainable and would deliver high quality city living. It would provide good access to sustainable transport provision, maximise the use of the City's transport infrastructure and make a positive contribution by enhancing the built environment, creating a well-designed place that would enhance and create character and reduce the need to travel.

The development is a key part of the delivery of the SRF. The high-quality development would develop an underutilised, previously developed site. This would create employment during construction and therefore assist in building a strong economy. It would complement the well established community within this part of the City and by complementing existing residential development, enhancing the built and

natural environment and creating a well designed place which would enhance the existing public realm offer within the Basin, help to create a neighbourhood where people would choose to live.

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

NPPF Section 4 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The location is highly sustainable and would give people a real choice about how they travel and contribute to sustainability and health objectives. The area is highly accessible being close to Piccadilly Station with its connections to the airport and beyond and Metroshuttle routes and should exploit the use of sustainable transport. A Travel Plan would facilitate sustainable patterns of transport use and the City Centre location would minimise journey lengths for employment, shopping, leisure, education and other activities. The proposal would help to connect residents to jobs, local facilities and open space. It 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.

CC7 (Mixed Use Development), and Policy CC10 (A Place of Everyone), Saved UDP Policy DC10.1 (Food and Drink Use) - The development would provide an efficient, high-density development in a sustainable location within the heart of the City Centre. Manchester's economy is growing post-recession and significant investment 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 accommodation to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community.

NPPF Section 6 (Delivering a wide choice of high quality homes), Core Strategy Policies CC3 Housing, CC7 (Mixed Use Development), Policy H1 (Overall Housing Provision), H2 (Strategic Housing Location), Policy H8 (Affordable Housing) and Policy CC10 A Place of Everyone - 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 25,500 new homes will be provided within the City Centre from 2016-2025 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.

NPPF Sections 7 (Requiring Good Design), and 12 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) - The proposal has been the subject of significant design consideration and consultation. It would maximise the use of land and would be appropriate to the City Centre context. The building would be classified as tall building within its local context but would be of a high quality and would help to raise the standard of design in the area. It would be appropriately located within the site, contribute positively to place making and wayfinding and would bring significant regeneration benefits. The design is of a good quality and would respond positively at street level. The positive aspects of the design of the proposals are discussed in more detail below. Whilst proposed building is between 1 and 3 storeys higher than indicated within the SRF, given the development of the plans for the public realm associated with this and the adjacent Dakota Hotels plot, such that this site is now a key entry point to routes through the Basin, a design review has taken place to re-evaluate the aspirational parameters that were set out in that document and this has established that given the wider context this additional height is appropriate. This justification is set out in more detail later in this Report.

A Tall Building Statement identifies key views and assesses its impact on these. It also evaluates the buildings 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 the development would

have a beneficial impact on the surrounding area. Its present condition makes no contribution to the townscape and has a negative impact on the setting of designated heritage assets. The proposal would not result in any significant harm to the setting of surrounding listed buildings or adjacent Conservation Area and the quality and design would sustain the adjacent heritage value of the 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 a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

The proposal would replace an area that currently has a negative impact on the setting of nearby heritage assets and introduce a good quality building that would make a positive contribution to the townscape and enhance the setting of those adjacent heritage assets.

The compliance of the proposals with the above sections of the NPPF and consideration of the comments made by Historic England is fully addressed in the report below.

Section 8 Promoting healthy communities - The retention of some active street frontage would help to integrate the site into the locality and increase levels of natural surveillance.

Saved UDP Policy DC20 (Archaeology) – There are likely to be archaeological remains on the site which would at best be of high local significance about which a proper record should be made.

NPPF 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 site is highly sustainable. The Energy Statement submitted with the application demonstrates that the development would accord with a wide range of principles that promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in operation. The proposal would follow the principles of the Energy Hierarchy to reduce CO2 emissions and 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 NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. In addition the NPPF indicates that development should not increase flood risk elsewhere.

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

The proposed drainage network will also be designed so that no flooding occurs for up to and including the 1 in 30-year storm event, and that any localised flooding will be controlled for up to and including the 1 in 100-year storm event including 20% rainfall intensity increase (climate change).

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

NPPF Section 11 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information submitted with the application has considered the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste, 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 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 development. The Report concludes that, provided the mitigation measures are agreed for the construction phase for the

protection of the Rochdale Canal, the proposals would have no adverse effect on the SBI or any other statutory or non-statutory designated sites in the wider area.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal should exploit opportunities to enhance G&BIS and these are discussed in more detail below. There would be no adverse impacts on blue infrastructure.

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

DC22 Footpath Protection - The proposals would formalise pedestrian connection routes along a key desire line through the site. The development will also improve pedestrian routes within the local area through enhanced planting and repaving.

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;
- 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

Other Relevant City Council Policy Documents

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

later in this report the proposals would be consistent with these principles and standards.

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

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

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

Piccadilly Basin Masterplan and SRF – The Piccadilly Basin SRF has been prepared to guide development to ensure that there is a comprehensive approach to the regeneration of the area. Piccadilly Basin represents a major strategic opportunity capable of delivering extensive and comprehensive redevelopment. The Basin lies between the city centre’s well established districts including the city centre Central Business District and retail district; Piccadilly; The Northern Quarter; Ancoats and New Islington and further east towards Holt Town and Ethiad. These are locations with clearly articulated regeneration strategies that aim to deliver complementary economic growth in the city. Connecting these areas through Piccadilly Basin and into the heart of the city centre will maximise the value of investment and development taking place in this part of the city. It will act as a further catalyst to regeneration and the extension of high quality uses. Facilitating improvement through the site also provides better connections to key public transport nodes including Manchester Piccadilly with train, Metrolink, bus and Metroshuttle connections, and Metroshuttle and bus connections at Piccadilly Gardens.

The broad aims and opportunity afforded by the SRF are set out in the Background section above. More specifically there is an aspiration to bring forward 1,083 Residential Units for sale or to rent through Belgravia Living Group but with Town Centre Securities continuing to own and run the estate and the proposals would contribute to the realisation of this objective.

The Framework contains a series of important principles that will deliver the vision for the area covered by the SRF. Of these the following are relevant to consideration of this application and the proposed development considered being consistent with:

- Residential accommodation will be of a high quality and carefully designed within a well-managed environment that will deliver a vibrant new

neighbourhood. In addition, an important principle of the framework will be to provide an appropriate range and mix of apartment types.

- All residential units will accord with the Council's interim space standards based on the London Design Guide and will need to address any future quality standards for residential development adopted nationally or locally.
- New development will take account of amenity for residents, privacy, microclimate (wind, sunlight, daylight, overshadowing), noise, refuse management, and safety issues.
- New development should take maximum advantage of the area's key assets – its heritage, canal side settings, public spaces.
- Access and use of the canal for recreational and leisure should be maximised. There is an opportunity to create areas where people can gather to exercise, or relax.
- Re-instating and re-asserting the historic grid will relate well to the grid pattern of adjoining character areas. This will create a sense of place.
- Alignment of new building blocks along existing streets should be to the lack of the pavement line, to enhance the linear character of the streetscapes.
- Visual scale and massing of large buildings should be moderated through techniques such as variation in massing, materiality, colour and texture that can break up the appearance of larger facades.
- The provision of additional public space provide amenity for new residential and commercial development.
- New public realm should contribute to a sense of place and encourage movement through the area.
- Connectivity should be maximised through a varied network of formal and informal public spaces, green spaces and natural landscapes.
- Public realm should complement the architecture and support the proposed uses and activities across the area.

How the proposed development is in keeping with these principles is discussed in more detail below.

Ancoats and New Islington NDF - The priorities for this area include; encouraging redevelopment of vacant and underutilised sites for residential, commercial and service uses and encouraging development that is massed to provide spatial definition along Great Ancoats Street. The proposed development would be consistent with those objectives.

HS2 Masterplan and SRF - The Application Site falls within the area subject to the HS2 Masterplan. The Masterplan forms part of Strategic Regeneration Framework (SRF) endorsed by Manchester City Council's Executive Committee as a material planning consideration.

The purpose of the Masterplan is to set out a framework to ensure that the City is able to capitalise on the development opportunities presented by the arrival of HS2 and resulting expansion of Piccadilly Station which have the potential to transform the eastern swathe of the City Centre. This area of the city will support the next phase of growth in Manchester and enhance the City's productivity in the process. The Masterplan's vision is to use HS2 as a

catalyst for the creation of a new high quality urban neighbourhood containing a mix of retail, leisure, commercial and residential uses with high quality public open space. This new neighbourhood will contribute positively to the delivery of Manchester City Council's strategic regeneration objectives and will increase connectivity between the City Centre and communities to the east including between New Islington to the north of the site and the City Centre.

The SRF divides the Masterplan Area into a number of sub character areas and the application site falls within the sub area designated as Piccadilly North. It then provides some parameters to guide the appropriate form of development within those areas. In keeping with those for Piccadilly North the proposal would reinforce the existing urban grain whilst acknowledging the scale of neighbouring city blocks and reinvigorating connections that existed in the past.

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

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 site of the current planning application falls within the area designated as Piccadilly. This identifies the wider Piccadilly area as having the potential for unrivalled major transformation over the coming years and notes that the additional investment at Piccadilly Station provided by HS2 and the Northern Hub represents a unique opportunity to transform and regenerate the eastern gateway to the city centre, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the city. Within the extended City Centre that is defined within the Plan Piccadilly Basin sits firmly within the north east of the City Centre and represents an important transition point between the existing and extended city centre.

The City Centre Strategic Plan endorses the recommendations in the HS2 Manchester Piccadilly SRF

The proposed development would be complementary to the realisation of the opportunities set out above. It would enhance the sense of place that previous phases of development have begun to establish within the Basin whilst strengthening physical and visual links between the City Centre and key regeneration areas beyond.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the 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. The proposed development would contribute to achieving the above targets and growth priorities.

Stronger Together: Greater Manchester Strategy 2013 - This is the sustainable community strategy for the Greater Manchester City Region. It 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 would support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population and to address undersupply and the Council is adopting measures to enable this. The proposals represent an opportunity to address these requirements adjacent to a major employment centre and in a well-connected location.

Conservation Area Declarations

Stevenson Square Conservation Area Declaration

Stevenson Square conservation area lies adjacent to the site and is located on the north-eastern edge of the city centre of Manchester. The Stevenson square conservation area represents a significant portion of the city centre in which the majority of Victorian buildings remain intact. The majority of buildings of architectural or historic interest in the conservation area are Victorian or early-20th century. Most are related to the cotton industry, often warehouses, showrooms or workshops. These buildings are taller than the earlier examples and create a varied matrix of building mass, divided by largely dark, narrow streets.

Development control in Stevenson Square is aimed at encouraging development and activity which enhances the prosperity of the area, whilst paying attention to its special architectural and visual qualities.

It was designated in February 1987 and was subsequently extended in December 1987 to include houses on Lever Street and Bradley Street

Other National Planning Legislation

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.

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

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

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

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

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

The Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015, which raised the thresholds for screening of industrial estate and urban development projects to determine the need for Environmental Impact Assessment (EIA). Schedule 3 of the EIA Regulations which sets out selection criteria which relate to specific matters including the characteristics of development, the location of development and characteristics of potential impact Schedule 4 of the EIA Regulations requires consideration of a proposed development cumulatively with other development.

This planning application was therefore the subject of a pre-application Screening Opinion for an Environmental Assessment in relation to Schedules 3, 4 and 5 of the EIA Regulations.

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

guidance thresholds it was Manchester City Council's formal opinion that an EIA was not required to support the proposed development.

ISSUES

The Schemes Contribution to Regeneration and Housing Delivery – The regeneration of the City Centre is an important planning consideration as it is the primary economic driver of the region and is crucial to its longer term economic success. This area has been the focus of significant regeneration activity and public sector investment over the last fifteen years and frameworks are being prepared to capture the critical opportunity that exists around this area going forward as a result of the programmed investment in HS2.

The northern fringe of the City Centre will play a significant role in satisfying demand for new housing and commercial space in order to support population and economic growth. The delivery of the SRF around the Basin provides a key opportunity to physically and functionally connect Ancoats and New Islington to the City Centre.

The scheme would be consistent with a number of the GM Strategy's key growth priorities, including Manchester's Residential Growth Strategy (2016) which sets a target of building 25,000 new homes up until 2025. The proposal would contribute to meeting this requirement within a part of the City Centre which has been identified as being suitable for new residential development. The quality and mix of the product, and the size of the apartments, has been designed to appeal to a range of potential occupiers and meet the demands of a growing economy and population adjacent to the city centre.

This is a previously developed site and the residential accommodation within this part of the Basin would be in keeping with the objectives set out in the SRF. It would be located adjacent to a key major transport hub with exceptional connections. It would complement existing and proposed residential uses as well as commercial uses within the Basin and add value to the high quality uses within this part of the City Centre. It would create employment during construction, along with permanent employment from the proposed end use in terms of on-site building management. Given the above the proposals would help to promote sustainable economic growth.

The site has a negative impact on the street scene with its open nature creating a poor appearance, fragmenting the historic built form of canals and mill buildings within this part of the Basin. This low quality environment creates a poor impression of the City Centre particularly for those travelling to the North and the Etihad Campus. This proposal would repair key street-frontages and reinstate the historic building line with a building designed to positively respond to its context and the area's heritage whilst helping to establish a sense of place. A high quality streetscape on a key route to Piccadilly Station would be delivered and the public realm would contribute to sense of place and draw movement and activity into and around the Basin.

Given the above, the proposed development would be consistent with the objectives of the HS2 and Piccadilly Basin SRF's, the City Centre Strategic Plan and would complement and build upon Manchester City Council's current and planned

regeneration initiatives, and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies 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. It is not considered that affordable housing should be provided as part of this proposal. However, it would be appropriate to make a financial contribution towards off-site provision via a commuted sum, should this be viable. The appraisal demonstrates that such a contribution would be appropriate in this instance and a S106 agreement is recommended to secure this should planning permission be granted.

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

Residential development - density/type/accommodation standards

The proposed density is considered to be acceptable within the City Centre. All apartments would comply with the spaces standards as set out in the Residential Quality Guidance and National Space Standards. The Residential Quality Guidance highlights the importance of bringing forward homes which meet a diverse range of needs including city centre family living. 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 would be attractive to single people and those wanting to share, the availability of 2, 3 and 4 bedroom accommodation could be attractive to families wishing to live in the City Centre. There would be 9 town houses with private terraces and their own front door. These have been included to create a differentiated residential offer which would be suitable for families.

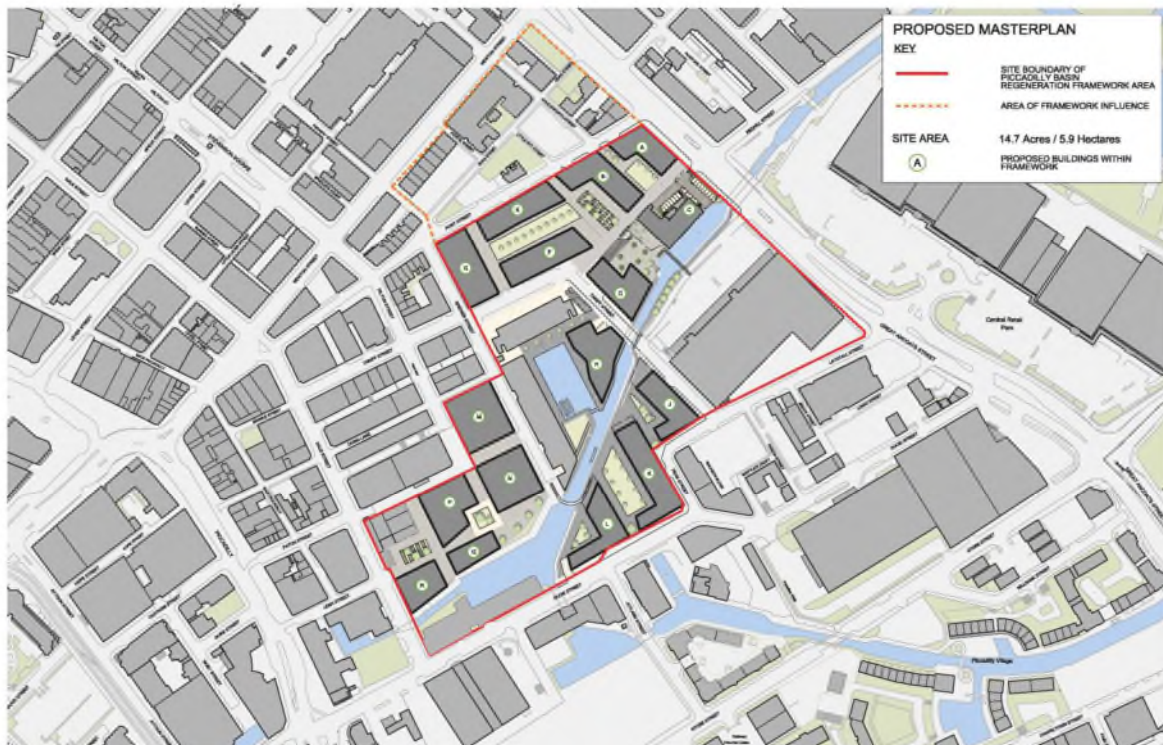
There would be support accommodation for the tenants at the ground floor on Ducie Street and at lower ground level providing spaces for informal meetings and organised functions. These are designed to foster a strong sense of community amongst the tenants.

A condition is recommended that requires a management strategy to be agreed which would clarify the management and lettings policy to ensure that the development positively contributes to providing an attractive neighbourhood. This would ensure that the development is well managed and maintained, providing confidence for those wishing to remain in the area long term.

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

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether the scale of the development is appropriate. At between 8 and 10 storeys plus roof top plant area, it is considered to be a tall building within its context and as such it needs to be assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE. On 10 December 2015, Historic England published Tall Buildings: Historic England Advice Note 4, which represents an update to the CABE and English Heritage Guidance published in 2007, responding to the requirements of the National Planning Policy Framework and the marked increase in proposals for new tall buildings. The Advice Note identifies a series of steps that should be undertaken at pre-application for tall buildings which are addressed in the information submitted in support of the application.



Design Issues and Relationship to context

This considers the overall design in relation to its context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. There are a number of designated and non designated heritage assets in close proximity to the site including the Stevenson Square Conservation area, the Grade II Listed Junction Works, the Grade II* Listed Brownsfield Mill and the Rochdale Canal.

The area has changed significantly over time and a number of historic buildings and structures are now isolated from their original setting. Development within the Basin

should be distinctive and respond to its spatial characteristics, and ensure that key views, and the canal setting of listed buildings, are conserved and restored. Currently little remains of the historic streetscape of Ducie Street and the condition and appearance of this site harms the setting of adjacent listed buildings and the listed canal, as well as the quality and character of the townscape. This has eroded the character of the historic street pattern and has affected the prevailing building alignment and the urban form now lacks cohesion. This adversely affects and weakens the character and appearance of the area.

The proposed footprint is consistent with the SRF and would reinforce the urban grain and provide a new public route across the site from the Ashton Canal to the Northern Quarter and the proposed layout would help to animate this route. The height proposed at 10 storeys is taller than that indicated in the SRF at 7 storeys. These indicative heights do need to be tested as developments come forward and issues such as layout of the building within the plot, the extent of the public realm proposed and how this relates to density have to be considered. The overall design objectives and how these relate to the wider principles of the SRF should also be reviewed and in the context of previously approved development and in relation to adjacent plots.

The massing analysis in the SRF seeks to ensure that new development is complementary to and subservient to the 11 storey residential scheme under construction around the reclaimed canal basin. The indicative massing on Ducie Street and Peak Street /Laystall Street for the plots on either side of the application site (Plots J and L) at 9 storeys indicate a need desire to add variety and interest to the streetscape through variations in building heights.

The proposed scale and massing has evolved from a study of the indicative heights set out in the SRF and the design objectives of the SRF. This has suggested the junction of Ducie Street and Peak Street has an important role in this area as both a gateway and a way-finding element. The height proposed is taller than suggested in the SRF but this would ensure that these important SRF design objectives are met. The overall massing would be varied and materials, colour and texture would break up the appearance of the building as suggested in the SRF.

The layout includes an active frontage to the canal-side with communal and private terraces and public realm fronting the canal. Ducie Street is activated with the main entrance and reception area to the development. The development provides an opportunity to enhance the setting of the adjacent Heritage Assets and the height, scale, colour, form, massing and materials should make a positive contribution to the area and accord with principles set out in the SRF.

The development would respond to the proportions, scale and mass of the built form within the area and is representative of the massing of the 19th Century Warehouse buildings which characterise much of the Basin and the Stevenson's Square Conservation Areas characterise. These buildings generally have a street wall with a vertical rhythm. The proposal would have a grid structure which would respond to this, and windows would be deeply recessed to create modelling and visual interest within facades. The building would have a tri-partite subdivision with the materials and fenestration arrangement clearly helping to differentiate the ground floor, the

middle section and the skyline. The ground and first floor are delineated as a base with a strong horizontal element of double soldier courses and projecting brick detail. The top floor is also delineated by giving additional height to the windows which architecturally adds level of scale that defines this top section.

The proposal and would create a welcoming canal-side environment and reflect the levels of activity that would have been associated with that environment historically. Buildings within the area are of different styles and use different materials although the majority use a combination of red brick and sandstone. The proposed plum red bricks would be a good fit complementary fit with this context.

It is inevitable that development on sites such as this, would impact on the levels of amenity enjoyed by existing properties. However the building would reinstate the historic building lines, in accordance with good urban design principles. For the reasons outlined above the move away from the indicative plot heights within the Piccadilly Basin SRF and Masterplan is considered to be acceptable both in urban design terms and in terms of realising the principle that these documents set out.

Impact on the Character of the adjacent Conservation Area and setting of Listed Buildings.

The condition and appearance of the site is negative and views are artificially open and inappropriate in the context of the character of the adjacent conservation area. There is capacity for change which could enhance the setting of adjacent heritage assets and the wider townscape.

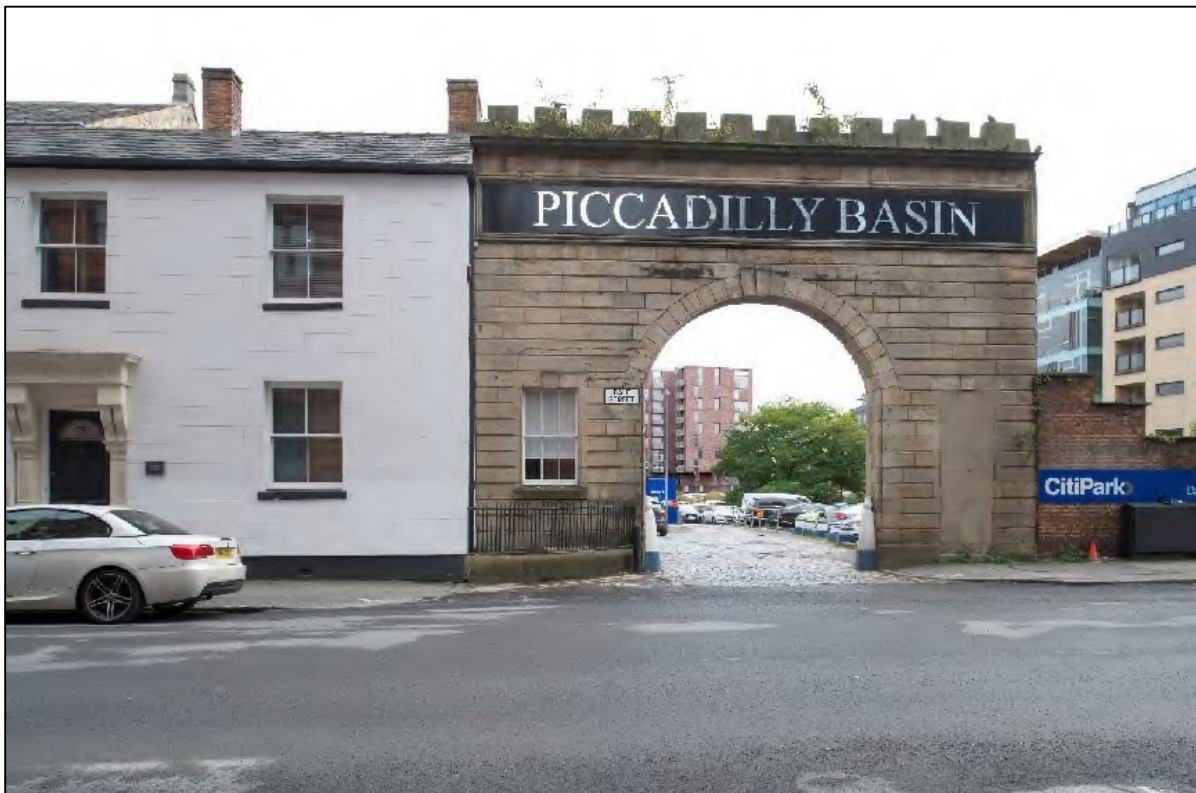
The effect of the proposal on key views, listed buildings, conservation areas, scheduled ancient monuments, archaeology and open spaces has been carefully considered. The surface level car park is well used but it has no heritage value, contributes little to the appearance of the area and makes no contribution to the townscape. The existing 2 storey building on the site is not considered to hold any heritage value. The development presents an opportunity to enhance the setting of adjacent designated and non designated Heritage Assets and to introduce a building of an urban scale that would make a positive contribution to the wider townscape. There are no World Heritage Sites in the immediate vicinity.

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

A Visual Impact Assessment (VIA), has assessed the likely townscape and visual impacts of the proposals upon the site and surrounding area, including on the character of the adjacent Stevenson Square Conservation Area. It has been carried out in accordance with English Heritage's Seeing the History in the View: A Method for Assessing Heritage Significance Within Views (May 2011) and considers 5 verified photo montages from representative agreed viewpoints. The assessment also considers the impact cumulatively with adjacent approved schemes (Dakota Hotel (Ducie Street) and Burlington House (Tariff St)).

The 5 views are shown below and are considered as high to medium value apart from view C which is considered to be low value. The Assessment demonstrates that the impact would be imperceptible in all instances. Cumulatively in views A and E the impact would be low adverse and in C,D and E imperceptible. Beneficial impacts would result from the removal of the dereliction and vacancy and the development of an appropriate building.

The VIA concludes that the impact on the Stevenson Square Conservation Area and affected listed buildings would be acceptable. Within the wider townscape the proposed development would introduce a new feature in the city skyline which would complement the multi-phased skyline and create a point of interest and encourage exploration and movement through the city. It will also do much to reinstate a clear architectural form addressing Ducie Street and to strengthen the historic street pattern in this area tying this area back in to the city centre.



View A

The proposed development would be seen in the distance from this viewpoint, through the Grade II listed Rochdale Canal entrance arch.

The proposed development would appear as a relatively small feature to the rear of the view and will not have any damaging effects upon the setting of the listed structures seen in the foreground. The unlisted buildings fronting on to Peak Street will no longer be visible.



View B

The proposed development would be visible towards the rear of this view. However, it would provide coherence and structure in an area which has been underutilised since the 1940s and will restore a clear block form matching the gridiron street pattern retained from the 18th and 19th century development of the area.

The proposal would remove the large numbers of parked cars which dominate the site. The unlisted buildings fronting onto Peak Street will no longer be visible



View C

The proposed development would restrict the view of Brownsfield Mill, however it would reinstate a coherent urban form and grain to the streetscape which is currently lacking in this area. Whilst the view of Brownsfield Mill from this location is of interest, it was never designed to be seen as such and has only been created by the loss of the original 19th century industrial urban streetscape from this area.



View D

The views into the Stevenson Square Conservation Area and of the individual listed buildings are of interest but they are not coherent and were not designed to be seen as such. The loss of these views would be mitigated by the reinstatement of a coherent urban grain within the area.



View E

The proposal would introduce large new buildings into the background of this view. It would conform to the original grid street plan and restore the clearly defined block formation of the area in line with the principles set out in the SRF. It is considered that this would not harm the two listed buildings in the foreground.

The scale and proportion of the proposal would relate well to the immediate townscape, and as a consequence the character and appearance of the conservation area would be enhanced by the restoration of a tight urban-grain.

The proposal would have an impact on the streetscape as the height and mass would alter the skyline and create a new presence on Ducie Street. However, this impact would be positive by replacing the negative impact of the surface level car park. Kinetic views along Ducie Street and from the Canal would be enhanced through the creation of a positive building within the streetscape.

The NPPF stresses that '*great weight*' should be given to the objective of conserving designated heritage assets (paragraph 132), emphasising the need to avoid substantial harm to such designated heritage assets. Therefore, any perceived harm resulting from insensitive development within the setting of a designated heritage

asset, should be avoided and at least require '*clear and convincing justification*'. In this instance no historic fabric would be lost, but there may be an impact on archaeological remains, although these would be of no more than local value. The proposal would impact upon views of some listed buildings including the Grade II* Brownsfield Mill and the adjacent Stevenson Square Conservation Area, but these impacts would be beneficial or at worst negligible.

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

The scheme would enhance the character of the adjacent conservation area and listed buildings and produce heritage benefits. The public benefits of the proposals are set out in this report and would include the comprehensive delivery of a high quality development on a key route through the Basin, providing 128 apartments. It would create employment during construction and post completion and improved connectivity, permeability and placemaking.

It is considered that the urban form and pedestrian environment would be enhanced by the development and the considerable and extensive public and heritage benefits that would be delivered would outweigh any 'less than substantial harm' that would be caused.

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

Architectural Quality

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

The proposal would be a contemporary interpretation of the tripartite subdivision expressed in nearby traditional buildings. The repetitive form of the fenestration and deep reveals would relate to the robust architectural form of other buildings within the area. The proposed palette of brick work would complement the historic brick buildings that characterise the area including the Grade II Listed Jackson's Warehouse and Former Junction Works (40 Ducie Street).

The quality of the detail, including the corner interfaces, window recesses and interfaces between the different components are key to creating a successful

development. The layering, detailing and highly modelled design should ensure that the building responds well to its context. Both the aluminium and the quality and variety of brick patterning are proposed to add further subtle richness to the façades

The construction of the facades would involve the use traditional weight bearing bricks. 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 with the controls of the condition in place that the proposals would result in high quality building that would be appropriate to its context giving depth and contrast of light and shade

Balconies would vary between Juliet balconies on the public façades of Ducie Street and Peak Street and larger corner balconies to maximise views out to the canal and beyond on the Canal facing façade.

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

The public realm would enhance connections within the site, the wider Basin Area and create a strong sense of place by the Canal. The development would:

- Promote pedestrian movement between Ducie Street and the Canal
- Improve pedestrian access across Ducie Street to the Ashton Canal and wider towpath network
- Increase natural surveillance over pedestrian routes from new buildings and improve lighting
- Make the canal basin an integral part of the development
- Provide sufficient space for attractive public realm adjacent to the canal
- Orientate activity towards the canal to increase natural surveillance over the towpaths
- Reinforce the industrial character of the canal basin with robust and functional materials and finishes
- Promote a strong relationship between buildings and public space
- Create spaces and gateways that encourage movement through spaces

The proposed public realm would create a well defined route between Ducie Street and the canal which follows existing desire lines and would make the canal basin an integral part of the development. The improvements include high quality hard and soft landscaping which would provide a pleasant waterside environment and an amenity space for residents and members of the public. The residential use would create active ground floor frontages and natural surveillance to the canal.

Credibility of the Design

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

The proposal has been prepared by a client and design team familiar with the issues associated with developing high quality buildings, in city centre locations, with a track record and capability to deliver a project of the right quality.

A significant amount of time has been spent developing and costing the design to ensure that the submitted scheme can be delivered. It has been demonstrated that the development is viable and deliverable.

The proposal has been considered with Urban Bubble to ensure that the residential units respond to market demand and that the right facilities are provided and the operational management has been fully considered

Relationship to Public Transport Infrastructure

The highly accessible location would encourage the use of more sustainable forms of transport. The applicant intends to offer 38 parking spaces for residents to purchase within the adjacent MSCP which is owned by one of the development partners.

A Framework Travel Plan has been provided and it is recommended that the development, submission, implementation and monitoring of a full Travel Plan within 6 months of occupation be attached as a condition of any planning consent.

The Transport Statement concludes that the proposal would not adversely affect the operation of the highway or transport network and meets the criteria set out in national and local policy for sustainable development and that overall impact of the development on the local transport network is likely to be minimal. In addition given the loss of the existing use as a surface car park the development would result in a reduction of the current peak hour vehicle trips along Ducie Street which would create a better and safer environment for pedestrians.

Sustainability

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

The Code for Sustainable Homes was revoked in March 2015 but it is important to understand how a development performs in respect of waste efficiency and energy standards. The development follows the energy hierarchy and would result in a reduction in CO2 emissions by at least 19% which would meet Code Level 4 for energy performance against the target rate set by Part L 2013.

Energy use would be minimised through good design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing methods across the building, including improvements to the thermal performance and air

tightness above Part L requirements of the Building Regulations, before the application of energy reducing and then low carbon technologies.

The submitted Energy Statement outlines an energy strategy approach utilising the principle of a 'Lean, Clean, Green' energy hierarchy. This approach aims to produce developments that lower the demand for resources and deals with reducing the requirement for energy, the efficient use of energy and then the integration of low or zero carbon technologies in sequential order in terms of this development as follows:

LEAN: Maximise the energy efficiency of the development by reducing the base demand for energy through the design of the building's form and fabric and the incorporation of energy saving measures. The following measures are proposed for inclusion

- Improve U-values of the external envelope to reduce the heating demand of the building.
- Improve U-value of glazing to reduce the heating demand of the building.
- Improve air permeability of the envelope to reduce the heating demand of the building.
- Improved efficiency of the space heating, cooling and hot water systems to improve the efficiency of the energy used for the conditioning of space within the building.
- Use of energy efficient lighting to reduce energy demand associated with the illuminance of spaces as well as use of presence detectors and daylight sensors.
- Use of low flow water fixtures

CLEAN and GREEN: Consider the use of clean energy sources through the use of grid decoupled/decentralised generation. Only when the lean and clean steps have been exhausted consider the use of low or zero carbon technologies to meet the remaining demand

- The proposed water heating strategy for the development is a communal electric air to water heat pump. A Combined Heat and Power (CHP) system is proposed to contribute towards the domestic hot water demand to provide a low carbon alternative to natural gas boilers.

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

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

Effects on the Local Environment/ Amenity

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

Daylight, Sunlight and Overshadowing

The nature of high density developments in City Centre locations does mean that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an a manner that is appropriate to their context.

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

This assessment is not mandatory but is generally accepted as the industry standard and is used by local planning authorities as a guide to assist in terms of considering these impacts. The guidance does not have ‘set’ targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to buildings is sometimes inevitable.

The application site has largely been cleared for a number of years and prior to that was occupied by large commercial building known as Eider House (5 storeys plus roof level). As such, the buildings that overlook the site, Junction House (Jutland St), Bridge House (Ducie St), Jutland House (Jutland St) and Vantage Quay (Brewer St) 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 would be measured i.e. an open site, would not be representative of a typical baseline situation within an urban environment and any development of a similar scale to the existing buildings in the vicinity of the site would inevitably have an impact. The impacts in relation to the current baseline situation are set out below.

The neighbouring residential properties at Junction Works (Jutland Street), Whittle Court (Adjacent Ashton Canal), Jutland House (Jutland Street) and Vantage Quay (Brewer Street) have been identified as potentially being affected by the proposed development.

Daylight Impacts

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

Firstly, the guidance advises an assessment of how much Daylight can be received at the face of a window which is generally referred to as the Vertical Sky Component (or VSC). This measures the percentage of the sky that is visible from the centre of a

window. The less sky that can be seen means that the daylight available would be less. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

The Average Daylight Factor (ADF), assesses how much daylight comes into a room and its distribution within the room taking into account factors such as room size and layout and considerations include: the net glazed area of the window in question; the total area of the room surfaces (ceiling, walls, floor and windows); and the angle of visible sky reaching the window(s) in question. In addition, the ADF method makes allowance for the average reflectance of the internal surfaces of the room. The criteria for ADF is taken from the British Standard 8206 part II which gives the following targets based on the room use:

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

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

A 3rd assessment known as 'No Sky Line' (NSL) measures daylight distribution and assesses how the light is cast into the room, and examines the parts of the room where there would be a direct sky view and the parts that would not have direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value as this would be noticeable to the occupants. However the BRE Guidance states that this does not necessarily mean that the room served would be left inadequately lit but there is a greater chance that the reduction in daylight would be more apparent.

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

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

Junction Works 16/35 (46%) windows would be compliant for VSC daylight, 26/27 (96%) of rooms would be compliant for ADF. The room that does not meet the target is a single aspect bedroom, receiving 0.8% ADF with the development in place, against the target of 1% ADF.

For NSL, 16/27 (59%) of rooms would be compliant. All of the rooms that do not meet the BRE target are bedrooms.

Whittle Court 9/9 (100%) of windows would be compliant for VSC daylight, ADF criteria and the NSL Guidelines

Jutland House 100%) of windows would be compliant for VSC daylight, ADF criteria and the NSL Guidelines

Vantage Quay 89/103 (86%) of windows would be compliant for VSC daylight, 66/68 (97%) of rooms would be compliant for ADF. 1 room that does not meet the target is a bedroom, with 0.8% ADF, against the target of 1%, which is only marginally below. The other room is a living room with 0.9% ADF, against the target of 1.5%. This room does not meet the target in the existing scenario. 67/68 (99%) of the rooms show full compliance to the NSL Guidelines

Sunlight Impacts

Sunlight Impacts

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

- Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March;
- Receives less than 0.8 times its former sunlight hours during either period;and
- Has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours (APSH)

As with daylight, where sunlight to a window is reduced by over 20%, it does not automatically mean that sunlight to that room would not be sufficient but it more noticeable to the occupier.

When assessed against the APSH (Sunlight criterion) Junction Works, Whittles Court Bridge House and Jutland House all have full compliance with the target. For Vantage Quay this is 86 % (13/14 windows).

Overshadowing

A sun path study has considered the impact of the proposed building on the public realm that would surrounding the site. The study illustrates that the public realm adjacent to the canal would benefit from long periods of afternoon and evening sunlight. The space would experience direct sunlight during mid afternoon through to evening hours, with shading occurring during morning hours to around noon.

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

The impacts on the levels of daylight and sunlight enjoyed by some of the residents of Junction House, Bridge House, Jutland House and Vantage Quay are important and there is a high level of compliance with the BRE Guidance when assessed against the baseline of a cleared site. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its location within the City Centre. The following matters are however important in the consideration of this matter:

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

It is considered that that the above impacts have been tested and perform to an acceptable level against the BRE guidelines

Wind

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

A desk study has provided a review of wind at pedestrian level as a result of the proposal. It considers the wind effects on adjacent pedestrian routes and the common external areas using the industry standard Lawson Criteria. It is informed by detailed wind tunnel studies for similarly massed schemes in similar areas, along with an 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 define the wind speed which should not be exceeded for a given time throughout the year.

Entrances to the propose development would be suitable for pedestrian ingress / egress, and the drop-off point is expected to be suitable for short periods of standing, awaiting pick up.

The private garden terraces are expected to be suitable for recreational purposes.

The proposed development is not expected to have any significant impact on the pedestrian level wind conditions within the surrounding area and no significant cumulative effects with the future surrounding developments are expected.

Air Quality

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

The site is located within an Air Quality Management Area (AQMA), which covers the whole of the City Centre, which could potentially exceed the annual nitrogen dioxide (NO₂) air quality objective. The principal source of air quality effects would be from increased vehicle movements associated with the development. However, it would be located in the City Centre and has access to all forms of public transport including tram, bus and rail and it is considered that the scheme would be unlikely to significantly affect air quality for future residents of the development. Therefore, the development would not result in any significant air quality issues and it is not necessary to recommend any specific measures to mitigate air quality within the site. However the proposed tree planting and soft landscaping should provide some benefits in terms of mitigating existing air quality in the area.

Noise and vibration

New housing would complement the existing residential and commercial uses, would develop an underutilised site, improve the physical appearance of the area and create natural surveillance. There are no amenity issues associated with the proposal that would impact on surrounding residential properties over and above those expected in a city centre location.

Whilst the proposal is acceptable in principle, the impact of adjacent noise sources on occupiers needs to be considered. A Noise Report concludes that with appropriate acoustic design and mitigation, the internal noise levels can be set at an acceptable level.

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

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

TV and Radio reception

Interference due to reduced TV signal strength is most likely in the 'shadow' of the proposed development i.e. areas to the southeast of the proposed development; The greatest risk is to receivers within close proximity (1km) and south east of the proposed development (the shadow zone) reliant on the Winter Hill main TV transmitter. Residential areas in the shadow zone within 1km of the development include properties around: Ducie Street, Store Street, Chapeltown Street and Heyrod Street. Beyond Heyrod Street (from ~500m to 1km from the proposed development), the shadow zone appears to be mostly occupied by industrial buildings, carparks and roads;

The recorded TV signal strength and quality within 0.5km is defined as 'Very Good'; and interference outside the shadow of the proposed development due to reflection effects is considered unlikely.

Technical mitigation solutions have been identified for implementation in the event that an impact occurs and a requirement for these should any impacts result from the development is capable of being a condition of any consent granted.

Should tower cranes cause interference on a greater scale than the completed development, this would be for the duration of time that the tower cranes are present.

Conclusions in relation to CABE and English Heritage Guidance

The impacts on daylight levels within some adjacent residential properties would exceed BRE guidance but this has to be considered in a city centre context as opposed to those found in suburban areas. Such impacts also need to be weighed in the context of the wider benefits of the proposals which are discussed in more detail elsewhere on this report

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

Parking, Servicing and Access, Green Travel Plan / Cycling - A new loading bay / drop off point would be provided on Ducie Street for use by both residents and for refuse collection. Secure and sheltered storage would be included for 128 cycles 1 per apartments (in terms of potential occupancy 1 space per 4 people).

In terms of car parking provision. The site is in a highly accessible location in terms of public transport. The proposal would provide 38 secure car parking for residents to purchase (30% provision per apartment) within the adjacent MSCP and this would be a condition of any consent granted. In addition there are approximately 1000 parking spaces within the vicinity of the development.

A Framework Travel Plan document has aims to reduce unnecessary car journeys and increase the number of people who walk, cycle and use public transport. This would encourage users to travel by sustainable transport modes and would promote car sharing, cycling, walking, and public transport which should reduce the demand for on-site parking spaces. The Travel Plan would be expected to be fully implemented at all times when the development is in use. In view of the above the proposals are consistent with section 4 and 10 of the National Planning Policy Framework, and Core Strategy Policies SP1, DM1 and T2.

Crime and Disorder - The increased footfall and the improvements to lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. An appropriate condition is recommended. Subject to compliance with this and in view of the above the proposals are consistent with Core Strategy Policy DM1.

Archaeological issues - Greater Manchester Archaeological Unit have recommended a limited programme of archaeological trenching to target the footprint of 18th and 19th Century workers housing and a public house which previously stood on the site. This is capable of being a condition of any consent granted. In view of the above the proposals would be consistent with section 12 of the National Planning Policy Framework, Policy DC20 contained in the UDP and policy CC9 of the Core Strategy

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS)
- The proposal would have no direct adverse effect on statutory or non-statutory designated sites.

The site is adjacent to the Rochdale Canal, Stott's Lane – Ducie Street Basin Site of Biological Interest (SBI), and is connected via the canal corridor to the Rochdale Canal SAC which lies three kilometres to the north-east. It contains Floating Water-plantain which is a European protected species and other aquatic vegetation. No Floating Water-Plantain was detected in the sections of the canal adjacent to the application site which suggests that the baseline conditions at the site are not suitable for aquatic species and therefore this section of the Rochdale Canal is not suitable for colonisation by Floating Water-plantain.

An inappropriate site layout could have an adverse effect on the designated sites by causing excessive shading that may shade out the aquatic flora and also limit the opportunity for future colonisation by Floating Water-Plantain and other species. Similarly, an inappropriate layout and use of excessive lighting near the canal may have an adverse and fragmentation effect on the current and future wildlife corridor function of the canal. A sun-path analysis has concluded that existing developments heavily shade the canal and proposed hotel would not increase the shaded area of the canal. The development would not have a direct or indirect impact on Floating

Water-plantain, and therefore would have no direct or indirect impact on the Rochdale Canal Stott's Lane – Ducie Street Basin SBI.

The planting of street trees is acceptable and this increase in planting along with that proposed in other parts of the development would improve biodiversity and form corridors which enable natural migration through the site. The increase in overall green space would increase opportunities for habitat expansion leading to an improved ecological value within the local area.

The proposals would create a high quality open space at the heart of the development linking the site to wider Infrastructure across the City Centre. The terraced seating would provide more public engagement with the canal. The development would improve the quality of the Canal environment create a pedestrian link that would draw people to the canal and connect it to other areas of green and blue infrastructure such as Angel Park Meadow, Pin Mill Park and Victoria Mills Park.

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

Waste and Recycling - Refuse and recycling facilities would be provided within a dedicate ground floor bin store. 27x 1100l and 5 x 240 food waste bins are proposed. 13 would be used for general waste and 14 for recycling. Continual management of waste storage would be completed by the building management. Waste collections would take place from a loading area via an adjacent walkway. Bins for each type of waste would be clearly marked.

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

Flood Risk and Sustainable Urban Drainage Strategy - The site lies within Flood zone 1 and is classified as a low risk site for flooding from rivers and sea and ground water.

The site is within the Core Critical Drainage Area within the City Council's Strategic Flood Risk Assessment which requires a 50% reduction in surface water run-off as part of brownfield development. All major planning applications determined from 6 April 2015, must consider sustainable drainage systems.

A SUDS Statement explains how the management of surface water management would minimise and manage the risk of on- and off-site flooding. The surface water drainage would restrict surface water run-off to a greenfield rate if practical, and reduce post development run-off rates to 50% of the pre development rates.

Surface water drainage would discharge to the Rochdale Canal subject to agreement with the Canal and River Trust or alternatively to the public combined sewer either within the site or in Ducie Road, subject to agreement with United Utilities. A minimum practical restriction of 5.0 litres/second has been assumed which accords

with the Manchester City Council Strategic Flood Risk Assessment (SFRA) for brownfield sites within critical drainage areas.

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

The proposed public realm would include rain gardens which would be capable of capturing some surface water but conditions could be imposed requiring details of the surface water drainage and a maintenance and management plan of the system to be submitted for approval. The initial SUDS report demonstrates that surface water run-off can be drained effectively in accordance with the principles of Core strategy Policy EN14 Flood Risk and consistent with section 10 of the National Planning Policy Framework.

Contaminated Land Issues - A phase 1 Desk Study & Phase 2 Geo- environmental Report have been provided which assesses geo-environmental information based on desktop / published sources, a site walkover survey and a review of intrusive investigation and remediation reports. These conclude that in its current condition, and with no mitigation measures, the site presents a low risk to future site users and construction workers from contamination. A condition requiring that a full site investigation is carried out and that appropriate remediation measures are submitted and agreed could be attached to any consent granted and on this basis the proposal is considered to be consistent with policy EN18 of the Core Strategy.

Disabled access - The building would be fully inclusive with step-free access. All floors would have lifts. 10% of apartments would be capable of being fully adapted and accessible for a disabled person and all would be fully accessible to visitors.

The public realm and the canalside would be made fully accessible through the use of a ramped path.

In view of the above with respect to disabled access the proposals are considered on balance to be consistent with Core Strategy Policy DM1.

Response to Panels comments – The majority of the comments are dealt with above, however the following should also be noted:

In terms of the corner treatment a curved corner was considered but it was felt that it did not relate well to the context of the building and also conflicted with the overall composition of the building form and created awkward soffit junctions with upper storeys.

The extensive design process has resulted in the internal back of house area being restricted and refined as far as possible where it fronts Peak Street. Following detailed design development and to ensure wherever most appropriate, active frontages have been provided at the gateway to the Piccadilly Basin, Ducie Street and the corner with Peak Street. This has allowed for concierge windows to be included which will activate this corner. The service zone and associated high quality

aluminium perforated cladding to this section of the building fronting Peak Street has been minimised and has been designed to tie in with the entrance gates proposed as part of the landscape strategy, through incorporating a contemporary, graphic interpretation of the site's industrial heritage. At the upper levels the windows have been extended and alternated to add visual interest. The design process of the corner is outlined on page 25 of the Design and Access Statement

Response to Canal and Rivers Trust comments- The following should be noted:

The green screens along the retaining wall would enhance biodiversity whilst breaking down the appearance of the wall. The proposal would help to reduce the risk of the towpath being used for antisocial purposes.

Response to objectors comments- - The majority of the comments raised have been addressed above however the following is noted:

- The area is not currently used for the NQ growboxes these are on the car park on the opposite side of the Rochdale Canal;
- Loss of view is not a planning consideration;
- The SRF states that car parking would be provided for each phase and would be considered on a case by case basis. The Transport Statement notes that there are up to 1000 car parking spaces currently within 3 minutes' walk of the site. It is anticipated that any displaced commuter parking would be distributed across the local car parking provision. Given the site's highly accessible location and number of car parks available in the immediate surrounding area it is considered that sufficient car parking facilities would be available following redevelopment of the site;
- A comprehensive consultation exercise was undertaken that appropriately advertised the event to surrounding residents and businesses. The leaflet distributors posted leaflets to all business and residents on 5 December 2016. The leaflet invited them to a public exhibition held within 5minutes walk of the site on the 13 December 2016 where they could learn more about the proposals from the applicant and members of the design team.

CONCLUSION

The proposals would be consistent with a number of the GM Strategy's key growth priorities by delivering housing that is required to support a growing economy and population, adjacent to the city centre. This would promote and support sustainable economic growth.

The proposal would be part of the next phase of the transformation of Piccadilly Basin where significant development is expected in the coming years. The Piccadilly Basin SRF aims to create a mixed-use area including residential, office, leisure and other supporting uses and the proposals would help to deliver this objective.

A high quality building is proposed that would regenerate a previously developed vacant site. Whilst the SRF sets out a framework and a series of guidelines, it is not intended to be prescriptive and proposals should be judged against the criteria set out within it. The stepped mass would defer to the buildings around the basin and create height and prominence on a key city junction and gateway to the area. In this sense it would provide a wayfinding and place making element.

The design would not adversely impact on the setting of the Stevenson Square Conservation Area or the setting of adjacent listed buildings. Ducie Street and the Canal would be re-vitalised and the proposal would enhance the city's wider historic landscape. The scheme would add activity and vitality to the area and would reintegrate the site into its urban context, reinforcing the character of the streetscape

The adjacent residential accommodation has enjoyed largely uninterrupted views across the site for some-time and it is inevitable that the proposal would have an impact on amenity and affect sunlight, daylight, overshadowing and privacy. It is considered that that these impacts that are set out in the report have been tested and are acceptable.

The impact of the proposal including its impact on heritage assets and on amenity would not be such as to outweigh the clear public and regeneration benefits, including heritage benefits, that would result from the development of this site. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved 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

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.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

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

(a) Site location plans 786-CPA-XX-GF-DR-A-2100 Rev E and 1000 Rev B;

(b) Dwgs 786-CPA-XX-01-DR-A-2002 Rev F, 786-CPA-XX-02-DR-A-2003 Rev G, 786-CPA-XX-03-DR-A-2004 Rev D, 786-CPA-XX-04-DR-A-2005 Rev D, 786-CPA-XX-05-DR-A-2006 Rev D, 786-CPA-XX-06-DR-A-2007 Rev D, 786-CPA-XX-07-DR-A-2008 Rev D, 786-CPA-XX-08-DR-A-2009 Rev F, 786-CPA-XX-09-DR-A-2010 Rev F, 786-CPA-XX-B1-DR-A-2000 Rev E, 786-CPA-XX-GF-DR-A-1000 Rev B;

(c) Dwgs 786-CPA-XX-GF-DR-A-2001 Rev H, 786-CPA-XX-GF-DR-A-2100 Rev E, 786-CPA-XX-GF-DR-A-2150, 786-CPA-XX-RF-DR-A-2011 Rev E, 786-CPA-XX-ZZ-DR-A-2500 Rev C, 786-CPA-XX-ZZ-DR-A-2501 Rev D, 786-CPA-XX-ZZ-DR-A-2600 Rev F, 786-CPA-XX-ZZ-DR-A-2601 Rev F, 786-CPA-XX-ZZ-DR-A-2610 Rev D, 786-CPA-XX-ZZ-DR-A-2611 Rev E, 786-CPA-XX-ZZ-DR-A-2650 Rev C, 786-CPA-XX-ZZ-DR-A-2651 Rev C, 786-CPA-XX-ZZ-DR-A-2652 Rev C, 786-CPA-XX-ZZ-DR-A-2670 Rev A, 786-CPA-XX-ZZ-DR-A-2700 Rev D, 786-CPA-XX-ZZ-DR-A-2701 Rev D, 786-CPA-XX-ZZ-SC-A-1101 Rev M and 786-CPA-XX-ZZ-SC-A-1102 Rev B;

(d) RF16-383-L03 Rev P01, L04 PO1 Rev P01, L05 Rev P01 and L06 Rev P01;

(c) Waste Management Strategy stamped as received on 12-04-17 and dwg 786-CPA-A-XX-GF-DR-2150 Rev A;

(d) Recommendations in sections, 3, 4,5 and 6 of the Crime Impact Assessment Version A dated 06/01/17; and

(f) Recommendations and measures as detailed in Wardell Armstrong Air Quality Assessment April 2017 and points 11 within the Eider House :Statutory Consultee Comments and Responses document issued on 05-06-17;

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) (a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

A programme for the issue of samples and specifications of all material to be used on all external elevations of the development. The programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and details of the glazing and a strategy for quality control management; and

(b) All samples and specifications shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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

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

(b) In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

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

5) Prior to the commencement of development a programmes for submission of final details of the public realm works as shown in dwg numbered RF16-383-L03 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

- (a) Details of the proposed hard landscaping materials;
- (b) 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 on Ducie Street and abutting the Canal;
- (c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and brick, bird boxes and appropriate planting;
- (e) Details of the proposed street furniture including seating, bins and lighting;
- (f) Details of external steps and handrails; and
- (h) Details of a signage strategy in relation to way finding within the development and associated public realm; and
- (i) A strategy for the planting of street trees within the pavements on Ducie Street and Peak Street including details of overall numbers, size, species and planting specification, constraints to further planting and details of on going maintenance;

and shall then be submitted and approved in writing by the City Council (in consultation with the Canal and Rivers Trust in relation to items a,b,e and f) as local planning authority in accordance with the programme as agreed above

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

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

6) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- * *Display of an emergency contact number;
- * *Details of Wheel Washing;
- * *Dust suppression measures;
- * *Compound locations where relevant;
- * *Location, removal and recycling of waste;
- * *Routing strategy and swept path analysis;
- * *Parking of construction vehicles and staff;
- * *Sheeting over of construction vehicles;
- * *A method statement to protect the Rochdale and Ashton Canals from accidental spillages, dust and debris in relation to site clearance, earth moving shall take place or material or machinery brought on site

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

7) The development shall be carried out in accordance with the Crime Impact Statement Version A dated 15th December 2015. 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

8) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

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

(a) Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlets. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A layout with overland flow routes needs to be presented.

(b) Hydraulic calculation of the proposed drainage system;

(c) Construction details of flow control and SuDS attenuation elements;

(d) evidence of agreement by the Canal and Rivers Trust , United Utilities and Environment Agency that they accept the proposal and connections.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

The development shall be constructed in accordance with the approved details within an agreed timescale.

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

(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: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

10) The development hereby approved shall be carried out in accordance with the Energy Statement dated January 2017 both prepared by Max Fordham. A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

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

11) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment 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.

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

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

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

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

14) 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.

15) 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

16) Following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the

Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. Television interference complaints are limited to 12 months from the completion of the Development hereby permitted.

Reason - To ensure terrestrial television services are maintained In the interest of residential amenity, as specified in Core Strategy Polices DM1 and SP1

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

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

18) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1.

19) Prior to implementation of any proposed lighting scheme details of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

20) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. Archaeological site investigations shall be carried out in accordance with the Written Scheme of Investigation, stamped as received by the local planning authority on 24 March 2017. This allows for

1. A phased programme and methodology of investigation and recording that includes:

- evaluation trenching
- dependent on the above, more detailed archaeological excavation

2. A programme for post investigation assessment to include:

- analysis of the site investigation records and finds

- production of a final report on the significance of the archaeological and historical interest represented.
- 3. Dissemination of the results commensurate with their significance.
- 4. Provision for archive deposition of the report and records of the site investigation.

Reason: In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of the heritage interest impacted on by the development and to make information about the archaeological heritage interest publicly accessible. GMAAS will monitor the implementation of the archaeological works on behalf of Manchester Planning Authority

21) Notwithstanding the details submitted with the application prior to completion of the 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. The approved scheme shall be implemented in full prior to occupation of any part of the development.

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.

22) Prior to the first use of the development hereby approved, a detailed Residential Management Strategy including:

- * *Details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal) and noise management of communal areas shall be submitted to and agreed in writing by the City Council as Local Planning Authority.
- * *full details of a maintenance strategy for the areas of public realm adjacent to the site including surfaces, planting and litter collection and details of where maintenance vehicles would park shall be submitted to and agreed in writing by the City Council as Local Planning Authority.
- * *details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal) and noise management of communal shall be submitted to an approved in writing by the City Council as Local Planning Authority.

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

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1

and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

23) The development hereby approved shall be carried out in accordance with the Travel Plan Framework prepared by Civic Engineers dated December 2016. In this condition a travel plan means a document that includes the following:

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

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

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

24) No part of the development shall be occupied unless and until details of a parking management strategy for residents including identification of the location of the 38 spaces to be provided within the adjacent Tariff Street Multi Storey Car Park has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

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

25) 14) Deliveries, servicing and collections, including waste collections 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.

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

Reason

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

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: 115178/FO/2017 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
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Travel Change Team
City Centre Regeneration
Greater Manchester Police
United Utilities Water PLC
Canal & River Trust
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Wildlife Trust
Greater Manchester Pedestrians Society
Housing Strategy Division

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:

Apartment 112, 5 Brewer Street, MANCHESTER, M1 2ER
Flat 1, 6 Wharf Close, Manchester, M1 2WE
28 Piccadilly Lofts, 70 Dale Street, Manchester, M1 2PE
4 Vantage Quay, 3 Brewer Street, Manchester, M1 2ED
Apartment 428, The Met, 40 Hilton Street, Manchester M1 2BL
Apartment 127, The Met Building, 40 Hilton Street, Manchester., M1 2BL
Duplex 2, Ducie House, 37 Ducie Street, Manchester, M1 2JW
30 Spindle Mews, Manchester, M4 7AZ

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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