

Application Number	Date of Appln	Committee Date	Ward
115919/FO/2017	10 th Apr 2017	27 th July 2017	Hulme Ward

Proposal Construction of new 8 storey (plus basement) residential building (Use Class C3) to incorporate 108 no. apartments together with access and servicing arrangements, car and cycle parking, and associated works

Location Land Adjacent To Hulme Hall Road, Manchester, M15 4LY

Applicant Mulbury Homes (Castlefield) Ltd and Hargest Ltd, C/o Agent,

Agent Mrs Rachel Poole, Deloitte LLP, 2 Hardman Street, Manchester, M60 2AT,

Description

This application relates to a vacant site that is located on Hulme Hall Road in the St. Georges area of Castlefield. To the north is the Bridgewater Canal with the St. Georges Island development beyond that. On the opposite side of Hulme Hall Road to the east is Britannia Mills, a five storey residential building. The Grade II listed Albert Mill to the south is in residential use. There are new apartments to the west as well as a canal inlet.

The site lies just outside the Castlefield Conservation Area with Hulme Hall Road representing its south-western boundary. The site was most recently occupied by Excelsior Mill, a four-storey building. Since its partial collapse in 2015 and subsequent demolition in 2016, the site has been vacant and represents a significant gap in this part of the City Centre. The site is 0.17 ha in area and the uses within the surrounding vicinity include residential, retail, light industry and food and drink space. The Grade II listed railway viaduct is approximately 70m to the west of the site.

The Proposal

Planning permission is sought for an eight storey apartment building, plus a basement that would accommodate 108 no. apartments together with access and servicing arrangements, car and cycle parking, and associated works. 34 would be 1-bed 2 person apartments, 41 would be 2-bed 3 person apartments, 31 would be 2-bed 4 person apartments and 2 would be 3-bed 5 person apartments.

The site has a change in level with the canal being a full floor below the level of Hulme Hall Road. 24 car parking spaces are proposed within the basement together with 108 secure cycle parking spaces. The basement area would also house the central refuse storage areas as well as plant and equipment.

The proposal would activate both the Hulme Hall Road and canal towpath frontages. Pedestrian and cycle access into the basement would be possible from both the canal towpath and Hulme Hall Road whereas vehicular access would be from an existing ramp on Hulme Hall Road.

The main entrance into the apartments would be on Hulme Hall Road and would give access to both stairs and lifts to the upper floors. The canal towpath would have a secondary access, intended to encourage people to use the canal towpath for access to the City Centre and Trafford and to activate the canal with pedestrian and cycle use and provide natural surveillance.

The ground floor fronting Hulme Hall Road would be an active frontage accommodating a large reception hall and concierge office space. There would be some apartments at ground level with an outlook on the north, west and south elevations. There would also be a courtyard at ground floor level that would provide private garden space for three of the apartments that are adjacent to the courtyard.

Floors 1 to 6 would have an identical layout with each floor accommodating 5 x 1-bed apartments and 10 x 2-bed apartments. Floor 7 would have a smaller footprint and would accommodate predominantly 2-bed apartments as well as one of the 3-bed apartments. There would be a communal roof garden and also some private amenity space on the 7th floor.

The building would be C-shaped in footprint with a cut out in the south elevation to minimise its impact on the adjacent residential occupiers in Albert Mill. The cut out would be utilised as a south-facing courtyard at ground level. In addition, the top floor of the building on the south elevation has been pulled in from the edge to reduce the impact on neighbouring occupiers. This roof level setback would be used as a roof terrace for residents. Soft landscaped planting would be used within the roof garden to mitigate overlooking from the roof terrace into neighbouring properties.

The proposed elevations would incorporate detailed brickwork and metal elements such as those to the balconies and windows, which would reflect the window patterns of nearby buildings. A mixture of recessed and Juliet balconies are proposed around the elevations. The brick proposed for the elevations would be multi-tonal, thereby picking up several of the colours of the area including the dominant red tones. The windows would be deeply recessed within the structural openings.

There is a larger floor to ceiling height proposed at the ground floor level, with a double height entrance space which respects and integrates the change between the street level and the towpath level. The increased floor height element is replicated on the uppermost floors emphasising a band at the top and bottom of the building.

The elevation facing the Bridgewater Canal would be angled to address the canal and would have a kink within it and would be partially set in at basement and ground floor level with the upper floors cantilevered over.

The building that used to stand on the site was historically used as a traditional printing facility. The proposed facade of the new building would reflect the order of a letterpress printing tray in response to this. The elevation facing the canal would have ordered and varying rhythms of windows and brick banding. The windows and balconies would be deeply recessed and reflect the printing trays and the historic background of the site.

The proposal would incorporate elements in the basement and ground floor to maximise natural surveillance and activate the canal. A double height pedestrian and cycle entrance is proposed into the building from the canal towpath which would hopefully encourage residents to use the towpath to access the City Centre and Trafford, and for recreational activities such as running or cycling.

The apartments would provide natural surveillance to the canal from the upper floors which would help to deter antisocial behaviour. The basement would incorporate as much car parking space as possible whilst also ensuring that some active frontages can be provided along the canal.

The proposal would include improvements to lighting the public area surrounding the site, including the canal and along Hulme Hall Road, to improve safety and would be of a pedestrian scale and directional to minimise light spill over the canal and onto neighbouring buildings.

The apartments would be ventilated using mechanical heat recovery devices and energy efficient fan selections. The building would also incorporate energy reduction measures to reduce the carbon footprint of the site.

The building has been designed to respond to the historic grid pattern of the area and would be built to the back of pavement on Hulme Hall and the edge of the canal towpath. As such, there are limited opportunities to provide soft landscaping at the development. However some soft landscaping would be present within the ground floor courtyard area and also the communal roof garden.

Servicing and bin collections would take place on-street on Hulme Hall Road. A new loading bay is proposed to facilitate this.

Waste storage within each apartment would include separate containers or caddies for each category of waste. The building would house a central recycling and refuse area in a dedicated bin store in the basement which would be accessible from the circulation cores. Refuse chutes were initially considered but dismissed as they do not actively encourage segregation of recyclables and there is a tendency for them to become blocked and cause a fire hazard. The residents would therefore have to take their own waste from their apartments to the basement and place it in the separated waste bins for disposal and recycling. The building management would however monitor the waste segregation and be responsible for rotation of bins within the refuse store to ensure access to empty bins.

In accordance with MCC requirements, all appropriate waste containers would be presented at the designated location on collection day by the management company. Smooth, level access would be provided between the bin store and the public highway, with dropped kerbs adjacent to the loading bay. Doorways from the refuse store onto the public highway would have a minimum clear width of 1.3m and appropriate access would be provided within the bin store for people with disabilities.

Within the central waste storage area within the basement, provision would be provided for the following waste streams - general waste, paper, recyclable and organic waste. For general (non-recyclable) waste, 11 no. 1100l bins would be

provided. For both pulpable and mixed recycling waste, 6 no. 1100l bins would be provided for each of these. For organic waste, 7 no. 240l bins would be provided.

All residential units would be accessible and capable of being adapted to the requirements of wheelchair users and two lifts are proposed.

Consultations

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

Nineteen objection letters have been received. One of the letters was submitted on behalf of twenty-one members of the Albert Mill Residents Group and one other neighbour from the Castlefield area.

Design and footprint

The proposal would have a negative effect on the location in general and on the setting of the listed Albert Mill building. The design is poor and ugly due to the square nature of the building, its high profile and the flat roof. The grey brick is not in keeping with Albert Mill or the red brick buildings of Britannia Mill and Castlefield Locks. The building is too big in comparison to other buildings in the area and would dominate the landscape, dwarfing the character properties surrounding it.

The development is overwhelming in size, adjusting the density of the area to an undesirable level for the existing residents. The design is cramped and overdeveloped, changing the existing residential pattern. Concerns that the proposed courtyard within the development would not be accessible, even to residents (as this was mentioned at one of the public consultation events). The footprint of the proposed building is excessive.

The gap that would be present between Albert Mill and the proposed building has been significantly reduced from the 4m gap that used to exist between Albert Mill and the former building on the application site.

Concerns about reduced/impossible maintenance access to Albert Mill due to the close proximity of the proposed building. Loss of existing views for surrounding buildings.

The concept of activating the canal towpath is not realistic as no other buildings in the area have direct access into their buildings from the canal.

It is considered that the new access from Hulme Hall Road to the canal towpath is a positive addition to the scheme, but it is regrettable that this would be for the exclusive use of the new building residents. The existing canal towpath adjacent to the application site is very narrow and only lets one person pass at a time. This should be widened for all users now that an opportunity has arisen to do this due to the demolition of Excelsior Mill.

Loss of light

The proposal would overshadow existing buildings leading to a reduction in light for occupiers as the proposed building is higher than the previous building on the site. The cut out proposed in the south-west corner has been reduced from previous plans which would mean a further reduction of light and views to some residents' living rooms in both Albert Mill and Castlefield Locks.

Loss of light to living rooms within Albert Mill that face the proposed building and have no other source of light, e.g. as they are not dual aspect rooms. The sunlight and daylight assessment submitted suggests that light levels into apartments in Albert Mill are already impaired by external walkways, but this is not the case for floor 4 that has a glass canopy over the walkway

Overlooking and loss of privacy

The privacy of residents in Albert Mill would be compromised from overlooking from the apartments, including overlooking into several skylight windows. There would be insufficient room to room distances between habitable rooms in the proposed and existing buildings

Heritage Assets

The proposal would have a negative effect on the location in general and on the setting of the listed Albert Mill building and illustrates a lack of understanding and appreciation for Albert Mill. The height and overall volume would dwarf and overshadow Albert Mill and detract from its historic significance.

There was previously a 4m gap between Excelsior Mill and the Albert Mill boundary wall which has now been removed. The space should be preserved to respect the boundary and fabric of the listed building.

Residential amenity

Noise from the communal roof terrace and proposed plant room affecting the amenity of existing residential occupiers in the area. Litter and debris being blown/dropped from the proposed building onto neighbouring buildings/sites

Crime and Security

Safety concerns regarding the closure of the footpath adjacent to the application site during construction as there would be no access to the green bridge via the footpath on the side of the site

Security issues due to the close proximity of the proposed building and existing neighbouring buildings, e.g. people being able to climb from one building to another

Highways implications and car parking

The highways infrastructure in the area is already under strain and this will be exacerbated with another building under construction. Existing residents in the area do not want any more road closures.

Lack of parking spaces proposed for the residents. 24 spaces is too little. Plus concerns about the lack of parking in the area for contractors during the building's construction. Concerns that the car park ramp to access the adjacent Albert Mill car park would be blocked

Sustainability

Most centralised heat plant systems have a higher running cost than just buying gas so is not green, plus the U-values for the walls, floors and windows are not very good

Mix of apartments

There are too many 1-bed flats.

Construction works

Concerns about the protection of Albert Mill during construction works and the piling that would be required for the proposed building's foundations that could cause damage to Albert Mill. Concerns over hours of working for construction, e.g. Saturday working hours and about the lack of parking for contractors during the building's construction

Concerns about the potential need to close the canal and towpath during construction works, as happened when the former mill building on the site was demolished. Has British Waterways been consulted?

It should be noted that some residents who objected are in support of the redevelopment of the site as since the former mill building was demolished, the application site has been derelict and looks unsightly. However, they do not feel the proposal is in keeping with the immediate area, nor would it preserve or enhance the character and appearance of the site which is on the edge of a Conservation Area.

One letter of support has been received.

Highway Services - Car parking allocation represents circa 22% provision which is considered low especially given the existing high level of on street car parking in the area, but Highways accept this provision.

It is noted that a number of car club bays are located close to the development. This is accepted given that existing nearby car club bays are not operating at capacity.

The necessary works to install the proposed vehicle crossover on Hulme Hall Road, including dropped kerbs to provide suitable access to the car park, will be required to be taken forward under section 184 pursuant to the Highways Act 1980.

The applicant has agreed to commensurately contribute towards MCC's scheme to extend the city centre parking zone to this area of the city centre. As part of this scheme it is anticipated that MCC will introduce loading bays that are required for the area, in line with guidance.

108 no. secure cycle parking spaces are proposed within the car park area. This equates to 100% provision which is considered appropriate. There is an existing signalised pedestrian crossing facility across Chester Road and given the applicant's commitment to sustainable travel it is recommended that a contribution is sought from the applicant to upgrade the crossing to include Toucan facilities.

Expected trip generation data derived from the TRICS database has been provided and TfGM have reviewed the data and are satisfied that the 32 daily two-way movements is unlikely to generate a significant Highway impact in this location.

It is recommended that all public realm designs and materials are agreed with MCC. It is also recommended that the applicant liaises with Manchester City Council's Flood Risk Management and Street Lighting teams to discuss lighting and drainage associated with the site public realm.

All of the proposed works to the adopted highway are subject to a s278 highway agreement pursuant to the Highways Act 1980.

The development includes a Framework Travel Plan and this is supported in-principle.

Given the applicant's commitment to sustainable travel it is recommended that a contribution is sought from the applicant to upgrade the existing bus stops on Chester Road in accordance with TfGM's bus stop design guidelines.

Environmental Health - Conditions relating to a construction management plan, construction hours, acoustic insulation of the residential accommodation, acoustic insulation of the proposed plant and waste management should be attached to any approval granted. The air quality report and acoustic assessment are both acceptable.

Travel Change Team - No representations received

Corporate Property - No representations received

Greater Manchester Police – No representations received

MCC Flood Risk Management - Requested that two conditions be attached to any approval granted, relating to the implementation of surface water drainage works in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems and details of the implementation, maintenance and management of the sustainable drainage system.

Housing Strategy Division - No representations received

Environment Agency - No objections. The drainage strategy report states that infiltration and soakaway techniques have been assessed as unsuitable for use on the site and they concur with this conclusion. Historic potentially contaminative sources have been identified on the site including a printing works, warehouse and mill with basement.

Planning permission should only be granted if planning conditions are included relating to:

- No use of piling or any other foundation designs using penetrative methods other than with the express written consent of the local planning authority. This may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.
- No development shall take place until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to and approved in writing by the local planning authority.
- No occupation shall take place until a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved in writing by the local planning authority.
- If, during development, contamination not previously identified is found to be present at the site, no further development shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval.

Transport For Greater Manchester - No comments received

United Utilities Water PLC - No representations received

Greater Manchester Archaeological Advisory Service - An archaeological desk-based assessment concludes that the site offers only a low potential for remains dating from periods prior to the mill's construction in 1870. The floor and foundation of the mill remains and possibly its power systems and remains of the adjacent Bridgewater Canal may also survive. Any remains of the mill and the canal are held to be "of archaeological and historic importance for the area" and the impact of the proposed development upon any such remains are thought to be "substantial" and therefore a watching brief would be required during excavation. GMAAS accepts the DBA and its conclusions and recommend that the archaeological interests should be secured through a planning condition.

Greater Manchester Ecology Unit - An ecological assessment concludes that the site has negligible ecological value with the only likely potential ecological constraints being indirect impacts on the adjacent Bridgewater Canal.

The adjacent building walls were assessed for bat roosting and none were found and the adjacent walls have negligible bat roosting potential. No further measures are

required. The site has very low bird nesting potential although if the development is delayed for a number of years, vegetation may develop providing potential bird nesting habitat and an informative is recommended.

The Bridgewater Canal is not designated for its wildlife value at this location but it does function as a wildlife corridor and has ecological value. No aquatic and emergent plants have been found to be present at this location. Negative impacts could occur during construction, through debris, dust and pollution and this should be mitigated as part of a construction and environmental management plan.

There would be additional shading to the canal as the new building would be to the south and built to the towpath and would be taller than the previous building. A rare moss, Section 41 bryophyte *Tortula freibergii*, occurs along the Bridgewater Canal with the nearest record being 1.3km to the west. A bryophyte survey was conducted to further investigate this species in this location and the findings of the ecological assessment were that it is not present in this area. This is accepted and no further information or measures are required. It is recommended that a re-orientation or lowering of the building should occur for at least part of the northern elevation.

Castlefield Forum - No representations received

South Neighbourhood Team - No representations received

Bridgewater Canal Company Ltd - Object to the application as unsure of the extent of the application boundary and whether or not it includes the towpath. No agreement is in place between the Bridgewater Canal Company Limited (BCCL) and the developer regarding the use and inclusion of the towpath. The proposal will increase the footfall on the towpath resulting in conflict between existing users on the towpath and those exiting the development.

The developer proposes piling works at the boundary with the Canal towpath and also underground parking. BCCL must be satisfied before the development takes place that the works will not impact the structural integrity of the Canal.

BCL have absolute discretion to any works affecting the Canal and may need to impose restrictions on the use of any machinery/plant or additional ground loadings in proximity to the Canal. Requested that this be recorded as a condition or informative on any permission granted.

Issues

Relevant National Policy

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

Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.”

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

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

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

Section 4 - Promoting Sustainable Transport – The proposal is in an accessible location close to the Cornbrook Tram interchange, as well as train stations and bus routes in the City Centre. Development here would be sustainable and contribute to wider sustainability and health objectives giving people a choice about how they travel.

Section 6 - Delivering a wide choice of high quality homes – The scheme would provide an efficient, high-density development and bring 108 homes to a sustainable location. It would provide a range of accommodation sizes and help to create a sustainable, inclusive and mixed community. Housing investment is required in appropriate locations within Manchester as the City grows. The City Centre is the biggest source of jobs in the region and the proposal would provide suitable accommodation to support the growing economy and help to create a vibrant, thriving and active community.

Section 7 - Requiring Good Design - The design would provide a high quality building and would help to raise the standard of design more generally in the area.

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

Section 10 - Meeting the challenge of climate change, flooding and coastal change – The site is in a highly sustainable location and an Environmental Standards Statement has demonstrated that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings. The site does not fall within an area at risk of flooding as it is in Flood Zone 1.

Section 11 - Conserving and enhancing the natural environment – The documents submitted with this application have considered issues such as ground conditions, noise and lighting, and the impact on ecology and demonstrate that the proposal would have no significant adverse impacts in respect of the natural environment.

Section 12 - Conserving and Enhancing the Historic Environment - The proposals would not have an adverse impact on the character or appearance of the Castlefield Conservation Area or on the settings of listed buildings and this is discussed in greater detail below.

Core Strategy

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

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

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

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

SO2. Economy – The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location. The development would provide housing near to employment opportunities and therefore help to support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO3. Housing – The scheme would provide 108 apartments in a highly accessible location and would meet demand for housing, near to employment opportunities, in a sustainable location. It would address demographic needs and support economic growth. The growing economy requires well located housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

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

S06. Environment – The development would provide a high quality environment protecting and enhancing the natural and built environment and ensuring the sustainable use of natural resources.

Policy SP 1 Spatial Principles – The development would be highly sustainable providing residential accommodation. It would be close to sustainable transport provision, maximise the potential of the City's transport infrastructure, and contribute to the creation of a neighbourhood where people choose to be. This would be achieved by enhancing the built and natural environment, creating a well-designed place that would both enhance and create character, re-using previously developed land and reducing the need to travel.

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

Policy CC5 Transport – The proposal would contribute to improving air quality by being accessible by a variety of modes of transport.

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

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

Policy CC9 Design and Heritage – The proposed new building would have a high standard of design appropriate to the City Centre context and would be in keeping with the nearby listed buildings and Castlefield Conservation Area.

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

Policy H1 Overall Housing Provision - The development would provide new homes which would be consistent with regeneration objectives and help to create a mixed use community. The development would contribute to the ambition of building 90% of new housing on brownfield sites. The current condition of the site is poor following the demolition of the former building. The redevelopment of the site would have a positive impact on the surrounding area.

Policy H8 Affordable Housing – A Viability Appraisal has been submitted to the Local Planning Authority regarding the provision of affordable housing. This issue is discussed in more detail below.

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

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

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

Policy EN3 Heritage - The existing site has a negative impact and there is an opportunity to enhance the architectural and urban qualities of it and the nearby Castlefield Conservation Area. It is considered that the quality and design of the proposal would enhance the character and appearance of the conservation area and would not have a detrimental impact on the settings of nearby listed buildings. This is discussed in more detail below.

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

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

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

Policy EN9 Green Infrastructure – The development includes the incorporation of rooftop garden space.

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

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

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

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

Policy EN 18 Contaminated Land and Ground Stability - A desk study which identifies possible risks arising from ground contamination has been submitted with the application.

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

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

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

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

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

Saved Unitary Development Plan Policies

DC18.1 Conservation Areas – It is considered that the proposal would enhance the character and appearance of the nearby Castlefield Conservation Area. This is discussed in more detail later in the report.

DC19.1 Listed Buildings – It is considered that the proposal would not have a detrimental impact on the settings of nearby listed buildings. This is discussed in more detail later in the report.

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

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

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposed development would create a high quality improvement to the blue green corridor network. It complies with Manchester's Green and Blue Infrastructure Strategy and provides links to Manchester's wider blue and green corridor. The proposal would have a positive impact on the blue infrastructure of the city, providing access to and improving the environment adjacent to the canal and providing high quality accommodation adjacent to the canal.

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

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

Providing for Housing Choice SPD

This document provide guidance about the mixture of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies and housing provision. A core driver of success is the creation of 'Neighbourhoods of Choice' where there should be a wide choice of housing. The proposed development contributes to the achievement of this.

Strategic Plan for Manchester City Centre 2015-2018

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

The application site falls within the area designated as Castlefield, which the Plan recognises as having a unique identity and individualistic landscape. The key priorities for this area include ensuring residential developments are balanced with the needs of the area. It is considered that the proposed development would be consistent with achieving these priorities.

Central Manchester Strategic Regeneration Framework

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

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life. The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy. The proposal would deliver the comprehensive redevelopment of a formerly developed site close to the City Centre core in order to bring much needed homes to the area. Delivering appropriate housing in a well-connected location would assist in the promotion of sustained economic growth.

Manchester Residential Quality Guidance

This guidance was endorsed by the City Council in December 2016 and outlines the considerations that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. It sets out nine components that, when combined, will inform and help to create high quality residential development. The proposed development is consistent with the guidance found in this document, including that given for apartment sizes.

Cornbrook Hub Strategic Regeneration Framework

This Regeneration Framework was endorsed in principle by The Executive in December 2013. The framework identifies the redevelopment of land to the south west of the application site that falls within the boundaries of Manchester City Council and Trafford Borough Council. It includes land adjacent to Chester Road, the Bridgewater Canal and the Cornbrook Metrolink station and proposes a mix of uses including a hotel, offices and retail. The Executive report identified the importance of regenerating this area, with the land within Manchester being an important gateway site leading into the City Centre and capable of achieving a high density and scale of development. It also noted the importance of providing a commercially led mix of uses that reinforced access to and use of Metrolink's Cornbrook station and the need

to positively boost confidence in the broader area. The proposed redevelopment on the application site would complement these regeneration aspirations.

Castlefield Conservation Area Declaration

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

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

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

Legislative requirements

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

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

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

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

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

Regeneration is an important planning consideration. Manchester City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and housing and the provision of new residential development is an essential component of the next phase of economic growth. The proposals would redevelop a site close to a key gateway route and therefore help to transform a key entry point to the City. The development would improve the perception and image of the area and the City in general and could act as a catalyst for further regeneration. The proposal would complement the existing residential community in the area and help to enhance connections to the city centre.

Manchester's population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires additional housing. Sixty thousand new homes are required over the next 20 years (3,000 per annum) and the proposed development would contribute to this need within a part of the City Centre that has been identified as a suitable location for further residential development. Residential development would be consistent with a number of the Greater Manchester Strategy's key growth priorities, delivering homes to meet the demands of a growing economy and population, in a well-connected location, adjacent to a major employment centre and promoting sustained economic growth within the City.

The proposal would deliver a range of good quality apartments, complementing the existing residential community in the area. The quality, product mix and the size of the apartments have been designed to appeal to different market sectors including owner occupiers, investors and renters. The proposal would regenerate a previously developed brownfield site with a high quality development and would be in keeping with the aspirations of the emerging Residential Growth Prospectus.

In view of the above, the development would be consistent with the objectives of the City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

Heritage Impact

Sections 66 and 72 of the Listed Building Act 1990 provide 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, and in determining planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 12 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 128 identifies that Local Planning Authorities should require applications to describe the significance of any

heritage assets in a level of detail that is proportionate to the assets importance, sufficient to understand the potential impact of the proposals on their significance. Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals. The NPPF also states that any development proposal which fails to give due weight to the conservation of heritage assets are deemed not to be sustainable development and should not be supported. It also states that the redevelopment of a site adjacent to heritage assets could affect the setting of them, and that effect could be neutral, beneficial or harmful. Developments should ensure that the balance of the impact on the heritage assets is demonstrably beneficial, minimising any negative impact on their significance.

Paragraph 7 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment. The NPPF advises that decisions on applications affecting heritage assets should be made on the basis of the significance of the asset and the harm or impact that a proposal would cause to that significance. Harm can either be substantial or less than substantial. Great weight should be given to the asset's conservation and any harm or loss requires clear and convincing justification. Where a development proposal will lead to the less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

Core Strategy Policy EN3 'Heritage' highlights that the City Council will encourage development that complements and takes advantage of the distinct historic features of its districts and neighbourhoods. New developments must be designed so as to support the City Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. Proposals which enable the re-use of heritage assets are encouraged where they are considered consistent with the significance of the heritage asset.

Policy CC9 states that the design of new buildings will need to be of the highest standard in terms of appearance and function and that development in Manchester City Centre should preserve or enhance heritage assets.

The Manchester Residential Quality Guidance document includes requirements that concern the historic environment.

A Heritage Statement has assessed the potential impacts of the development on built heritage. The site is not within a conservation area but is adjacent to the south-western boundary of the Castlefield Conservation Area. The character of this part of conservation area is largely defined by transport infrastructure including the canal and river network over-layered by substantial railway viaducts. The proposal site is adjacent to Albert Mill (Grade II listed) and near to the Grade II listed railway bridge over the canal.

The area has changed over the past 25 years with traditional industries relocating leaving post-industrial inactivity within the area. Vacant sites have been redeveloped with new residential developments such as Castlefield Locks, Timber Wharf, the Boxworks and Moho, and the conversion of redundant Mills such as Albert Mill and

Britannia Mills into apartments. A site on Ellesmere Street is under construction for apartments and several sites on Chester Road have approval for apartments, with one under construction. However, the potential and need for further change in the area remains.

The site is in a derelict state and has a negative impact on the area and on views into the Castlefield Conservation Area from the canal. It presents an opportunity to enhance the architectural and urban qualities within the area. The proposal could impact on nearby listed buildings, most notably the adjacent Grade II listed Albert Mill building but also the nearby Grade II listed railway bridge over the canal. There are other listed buildings in the surrounding area, including the Hulme Lock Branch Canal (Grade II), the Turville public house (Grade II), No. 215-219 Chester Road (Grade II), the Church of St. George (Grade II*) and the churchyard walls, gate piers and gates at the Church of St. George (Grade II), however these are some distance away from the application site.

The building would clearly be a modern addition to the area, but its design has been informed by its context with the scale, massing and materials reflecting both the more modern buildings as well as the nearby historic and listed buildings. It is considered that due to the design and materials, including the multi-tonal brick that would pick up several colours of the area including the dominant red tones, and the development of an unattractive gap site, the proposal would enhance the character and appearance of the Castlefield Conservation Area and would have a positive impact on the settings of nearby listed buildings. The building is larger than the previous building but it is considered that the scale and massing would respond to the scale of the surrounding buildings and provide a development which addresses a prominent site along the Bridgewater Canal and the bridge on Hulme Hall Road. A massing analysis has been undertaken and it is considered that the building being applied for is appropriate and has taken account of residential amenity and viability. It is considered that the proposal would be in accordance with S66 and S72 of the Listed Buildings Act, and would meet the requirements set out in paragraphs 132 and 134 of the NPPF.

Urban Design and Visual Impact

The buildings surrounding the site range from 4 to 9 storeys. The proposal would be taller than others in the immediate area, but the area is characterised by a range of building heights. The site occupies a prominent location on the edge of the Bridgewater Canal, and could accommodate additional height over and above the building that previously stood at the site. It is necessary for the proposal to respond to the more modern buildings approved on Chester Road and the residential buildings on St. Georges Island. It steps down by one storey adjacent to Albert Mill in order to reduce the impact on residents. This step down allows a rooftop amenity space to be created. In addition, the building steps down on the eastern arm to reduce the impact on adjacent occupiers. The massing would respond to the scale of surrounding buildings and provide a development key frontages along the Bridgewater Canal and at the bridge on Hulme Hall Road.

The use of brick, regular, large and deeply recessed windows and a simple brick parapet at roof level would reflect the former mill building on the site. Parts of the brickwork would be arranged in a low relief pattern which would provide interest.

Buildings within the area are structured on the historic grid pattern and tend to be characterised by back of pavement development. In this context the proposed building has been designed to abut the site boundaries on three of the elevations and respond to the urban grain. It would allow the historic grid pattern to be read and understood. The proposal is a contemporary building that reflects the specific industrial character and materiality of the area in general and the Excelsior Mill site in particular, whilst not resorting to a pastiche reproduction. In this context, it is considered that the proposal would significantly improve visual amenity in the area and add positively to the traditional and modern design that has emerged in the wider area.

The proposed development has been assessed in terms of its scale, form, massing, proportions, facing materials and relationship to other structures. The development has been designed to integrate with its context and the wider City Centre and reinforce the St. Georges area which represents a city centre gateway. The massing would not adversely affect the settings of the Castlefield Conservation Area and nearby listed buildings, including the Grade II listed Albert Mill that is directly adjacent.

A visual impact assessment has been submitted assessing three main views. It appraises the heritage significance of views and the potential visual impact that the proposal would have.

View one is from the southern end of Hulme Hall Road and incorporates and is dominated by the Grade II listed Albert Mill which is in the mid ground, and by local roads and vacant sites in the foreground. The proposal would have a modest impact on the Grade II listed Albert Mill, help to reinstate the gridiron street plan of the area by removing a vacant site, and help to increase the density of the urban grain. It is therefore considered that the proposed development would have a positive impact on the setting of Albert Mill.

View two is looking n a south-westerly from the canal towpath on St. Georges Island and dominated by the Bridgewater Canal and towpath and fringed by a mixture of unlisted Victorian former industrial buildings and modern apartment blocks, both of which are typically faced in brick. The proposal would change this view from the Castlefield Conservation Area dramatically and would become the dominant feature within it. The change would be positive as the building would continue the street wall and reinstate the urban grain, remove an unattractive vacant site and complement the predominant red brick buildings in the immediate area. It is therefore considered that the proposed development would have a beneficial impact on the views along the Bridgewater Canal.

View three looks south along Hulme Hall Road and is dominated by the vacant site in the foreground and the rear elevation of the Grade II Albert Mill complex behind. This view also incorporates the south-western boundary of the Castlefield Conservation Area. The proposal would have a positive impact on this view as it would reinstate

the urban grain of the area and remove an unattractive vacant site from the setting of the Grade II listed Albert Mill immediately behind it.

The site does not contain any heritage assets and its present form detracts from the character of the nearby conservation area and the settings of the nearby listed buildings. It therefore presents an opportunity to enhance the architectural and urban qualities of the area. It is considered that the proposals would result in a building that would be appropriate to its context. A condition requiring samples would be attached to any permission granted.

Space standards

All the apartments are consistent with the Manchester Residential Quality Guidance including the space standards. This means that a typical 1-bedroom apartment is based on a minimum area of 50m², a 2-bed three person apartment minimum of 61 m² and a 2-bed four person apartment minimum of 70m². There are two additional three bed apartments - one at ground level and one on floor 7 - which would exceed 92 m² in area.

Amenity and Effect on the Local Environment

The proposed development has been fully assessed in terms of its impact on amenity in the area. This includes an assessment of the proposed scale and massing of the building, as well as its impact on overshadowing, overlooking, noise, wind, air quality and TV reception. The amenity of future occupiers of the proposed building has also been considered.

a) Sunlight, Daylight, Overshadowing and Overlooking

The City Centre is a location where a higher density of development is expected, so the impacts need to take account of locational circumstances. Some buildings surrounding the site have enjoyed more daylight/sunlight than is usually expected in a city centre location since the collapse of Excelsior Mill. It is inevitable that some loss of light would be apparent given that the application site is currently a vacant plot of land.

The main buildings to consider in terms of sunlight, daylight and overshadowing are the surrounding residential buildings of Albert Mill, Britannia Mills, Tarn House, Mere House, Lake House and Brook House. An assessment has been submitted with the application based on the provisions of the Building Research Establishment (BRE) design guidance. The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is sometimes inevitable.

As the BRE guidelines are aimed at suburban environments, the guidance needs to be applied flexibly in urban or built-up areas, such as at the application site. For low density suburban environments a 27% reduction in Vertical Sky Component (VSC) is

an acceptable level, however in city centres this figure could be reduced by 20% and this is accepted by the BRE. The submitted daylight and sunlight amenity impact assessment has therefore based its findings on this alternative target of 20%. In total, 344 of the 503 windows surveyed (68%) satisfy the alternative target for daylight or experience a reduction in the existing Vertical Sky Component (VSC) of less than 20% reduction that is accepted by the BRE. For the other 159 windows (32%) that do not satisfy the alternative targets, there are mitigating factors that justify the flexible interpretation of the results. It was found that a number of existing apartment windows nearby sit beneath projecting structures such as balconies or walkways or within elevational recesses and therefore, their existing baseline VSC values are already lower than the BRE targets. Therefore, only a small increase in the application site's massing would amount to a disproportionately high magnitude of change or percentage reduction in the sky visibility. The assessment also found that for many of the rooms, the internal distribution of direct sky light within the room would remain good, particularly for parts of Britannia Mills and Tarn House. In terms of Albert Mill, several of the windows facing the site are known to serve bedrooms which are considered low sensitivity receptors. For those windows in Albert Mill serving living rooms, kitchens and dining rooms, it is understood that these rooms are dual aspect, running the full depth of the building. Therefore, even if the amount of daylight received by these windows was reduced as a result of this proposal, the other windows serving these rooms on Ellesmere Street would not be impacted.

In terms of sunlight, the courtyard windows in Albert Mill that front the application site are north facing so are not key sunlight receptors. Windows at Britannia Mills, Tarn House, Mere House, Lake House and Brook House face south and do receive sunlight. Eighty-three rooms were assessed and it was considered that all of them would continue to achieve the 4% winter and 20% annual alternative targets, or experience reductions of less than the 20% accepted by the BRE on the grounds that it would not be noticed by the room occupants.

There are no neighbouring external amenity spaces that would justify the need for a two hour time in sun appraisal.

In conclusion, it is considered that the impact of the proposal on the daylight or sunlight to surrounding buildings is considered to be acceptable in a city centre context.

b) Noise and Vibration

The most significant generators of noise in the surrounding area are traffic from Hulme Hall Road, Ellesmere Street at Chester Road and the nearby train line. Acoustic insulation would be required to mitigate against any undue harm as a consequence of these noise sources. Consideration also needs to be given to the ventilation and glazing specifications in order to achieve the required noise levels within the apartments. As the proposed development consists wholly of apartments, it would not be a generator of noise itself, except for the proposed building plant. The submitted noise impact assessment sets noise limits for the plant to ensure that the proposal could meet the internal noise levels required by the City Council to protect the residential amenity of existing and future occupiers. The assessment also looks at the potential impact of noise transfer from the proposed amenity areas at roof level

but is considered that these areas would not have an adverse impact. Noise and vibration from the train line would not present a problem. A condition to ensure that adequate noise levels are achieved should be attached to any permission.

Given the above, it is considered that the proposal would not have an adverse impact through noise and vibration.

(c) Air Quality

An Air Quality Assessment for the site considers the potential dust soiling and human health effects associated with the demolition and construction works, and the potential air quality effects associated with vehicles accessing the site during the operational phase. In addition, air quality within the site has been reviewed and assessed in order to determine its suitability for the proposed use.

The Assessment explains that the construction of the proposal would produce dust and increased emissions, with any adverse impacts during construction likely to be temporary, short term and of a minor impact, and mitigated by the use of good practice control measures during construction. The traffic generated by the proposal would have a minimal effect on local pollution concentrations. The proximity of the site to public transport options means that a large proportion of future residents are likely to use public transport or other sustainable transport methods. This is supported through measures such as the provision of secure cycle spaces and the lack of car parking available at the site. Given the above, it is considered that the proposal would be acceptable in terms of air quality. A condition relating to the submission of an appropriate construction management plan has been attached to the permission.

(d) Wind

A wind assessment has considered the existing wind effects and microclimate in the area and the potential impact of the proposed scheme. It is considered that the proposed development would not have any significant impact on the suitability of wind conditions at pedestrian level in the surrounding area.

(e) TV reception

A Television Reception Survey has concluded that it is likely that no noticeable effects will occur so there is no reason to install pre-emptive mitigation unless detrimental effects are found to be attributable to the proposed development. A condition requiring a post-construction survey should be attached to any permission to check whether there has been an impact from the completed development and to ensure that mitigation measures are appropriately targeted if necessary.

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

Archaeology

A desk based archaeology statement concludes that the site offers only a low potential for remains dating from periods prior to the Mill's construction. The site retains floor and foundation remains relating to the mill and power systems. The desk-based assessment also indicates that remains relating to the adjacent Bridgewater Canal may also survive. Any remains of the mill and canal would be of archaeological and historic importance for the area and the impact of the proposal upon any such remains are thought to be substantial. A condition relating further archaeological evaluation is required and depending on the results of this, further work may be required either in the form of open area excavation and/ or archaeological monitoring of any intrusive groundworks. All investigations would need to be completed in advance of any construction works. This would be conditioned.

Relationship to Transport Infrastructure

The application site is in a highly accessible location to a variety of transport means. It would be located near to Deansgate train station and both Cornbrook and Deansgate-Castlefield Metrolink Stations which give access to other major transport hubs within the City Centre. There are bus services along Chester Road and it is accessible on foot and by bike due to the proximity of the Bridgewater Canal towpath to the site.

The proposal includes 24 car parking spaces in the basement as well as 108 no. cycle spaces which equates to 0.59 spaces per bedroom. Trip generation calculations find that the proposals would generate a maximum of 32 vehicle trip movements per day which is significantly less traffic than historically associated at the site.

A framework Travel Plan has been prepared which sets a package of practical measures aimed at reducing the transportation and traffic impact of the development, which would encourage the use of public transport and non-car modes. A condition has been attached that would require the parking spaces to be used by residents of the development only, rather than being rented out to commuters.

Ecology and Biodiversity

A Phase I Habitat Report has highlighted that no areas of habitat of nature conservation interest and no non-native invasive plants were noted as being present on or near the site. The survey identified negligible potential for roosting bats to be present within the remains of the building. Other structures on the site were considered to be of low value for foraging and commuting bats. The remains of the buildings on site were considered unsuitable for use by nesting birds and the potential for protected species to use the site is considered to be very low. Greater Manchester Ecology Unit (GMEU) were consulted on the application and stated that no further measures regarding bats were required. In terms of nesting birds, they suggested an informative being attached to any permission granted reminding the applicant of their responsibilities.

The Bridgewater Canal is not designated for its value at this location, however it does function as a wildlife corridor and qualifies as a feature of ecological value. The canal

was assessed for aquatic and emergent plants and none were found to be present at this location. As the canal could be negatively impacted during construction, it is recommended that a condition be imposed on any permission granted to deal with this and keep any potential disturbance to a minimum.

Post development, it is considered that the canal could be impacted upon through additional shading as the development site is to the south of the canal and the proposed building is taller than the mill that was recently demolished. GMEU requested that a specific bryophyte survey should be undertaken due to this species being detected 1.3km from the application site which revealed that the rare moss was not present in this part of the canal. GMEU have no objections to the proposal.

The applicant is proposing to provide opportunities for ecological enhancements through planting strategies and full details of this have been conditioned.

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

Full access and Inclusive Design

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

Crime and Disorder

The proposal would bring vitality to this vacant site and the broader area. The development would overlook both Hulme Hall Road and the Bridgewater Canal towpath so would enliven the street scene and help to provide natural surveillance within the immediate area. A Crime Impact Statement carried out by Greater Manchester Police considers that the proposal is generally acceptable subject to the advice contained in the report being implemented. It is recommended a condition be attached which requires the development to achieve 'Secured by Design' accreditation.

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

Contaminated Land and Impact on Water Resources

As there is the possibility that some contamination may exist on the site due to previous land uses, it is recommended that a condition be attached to any permission requiring a site investigation to identify if any mitigation measures or remediation are required to reduce the potential risks from ground contamination.

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

Sustainable Design and Construction

The application is supported by An Environmental Standards Statement which 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 building design would achieve a site wide reduction in carbon dioxide of 12% over Part L 2013 Building Regulations compliant standards. This would be achieved through a combination of improved fabric performance, energy efficient mechanical and electrical servicing and technologies including air source heat pumps. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development and it is considered therefore that the development would have sustainable design and construction. Within the car parking area, an electric vehicle charge point is included.

Flood Risk and Sustainable Drainage System (SuDS)

The site lies within Flood Zone 1 and is classified as being at low risk of tidal and fluvial flooding and low risk of surface water flooding. 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. The Government has strengthened planning policy on the provision of sustainable drainage systems (SuDS) for major planning applications which was being introduced from April 2015. As per the guidance issued by the Department of Communities and Local Government (DCLG), all major planning applications being determined from 6 April 2015, must consider sustainable drainage systems.

The drainage strategy prepared for the site finds that there would be no increase in surface water flood risk to the site or to downstream receptors following the development. It is proposed that foul and surface water drainage systems would be kept separate on the site until the point of discharge into either the Bridgewater Canal or the surface waste public sewer which discharges into the River Irwell.

The applicant has prepared a SuDS Statement which explain how surface water management would be dealt with to minimise and manage the risk of on- and off-site flooding. The surface water drainage would be managed to restrict surface water run-off to a greenfield rate if practical, and to reduce post development run-off rates to 50% of the pre-development rates.

Given the above and for the reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

Waste Management

A waste management strategy has been submitted with the application. Waste storage within each apartment would include separate containers or caddies for each category of waste. The building would house a central recycling and refuse area in a dedicated bin store in the basement which would be accessible from the circulation cores. Refuse chutes were initially considered but dismissed as they do not actively encourage segregation of recyclables and there is a tendency for them to become

blocked and cause a fire hazard. The residents would therefore have to take their own waste from their apartments to the basement and place it in the separated waste bins for disposal and recycling. The building management would however monitor the waste segregation and be responsible for rotation of bins within the refuse store to ensure access to empty bins.

In accordance with MCC requirements, all appropriate waste containers would be presented at the designated location on collection day by the management company. Smooth, level access would be provided between the bin store and the public highway, with dropped kerbs adjacent to the loading bay. Doorways from the refuse store onto the public highway would have a minimum clear width of 1.3m and appropriate access would be provided within the bin store for people with disabilities.

Within the central waste storage area within the basement, provision would be provided for the following waste streams - general waste, paper, recyclable and organic waste. For general (non-recyclable) waste, 11 no. 1100l bins would be provided. For both pulvable and mixed recycling waste, 6 no. 1100l bins would be provided for each of these. For organic waste, 7 no. 240l bins would be provided.

A condition should be attached to any approval to ensure that an adequate waste management strategy is implemented.

Viability and Affordable Housing Provision

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

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

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

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

specific site conditions and other material considerations including viability, redevelopment of previously developed land and mitigation of contamination.

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

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

Response to Neighbour Comments

Access through the courtyard at ground floor level is required for fire safety access, and as such is not suitable as a publicly accessible amenity space. However, much of the courtyard area would comprise private garden areas for ground floor apartments to provide private amenity space, and would provide a good outlook for residents of Albert Mill and future residents of the proposed development.

Security of the proposed development has been considered throughout the design development, in consultation with Greater Manchester Police. The potential for people to climb from one site to another was highlighted during pre-application consultation with GMP, but the distances would be too great to climb/jump, particularly adjacent to the Hulme Hall Road bridge onto the proposed building.

The use of piling and the impact of vibration during construction on the surrounding area would be considered within the detailed Construction Management Plan and Piling Risk Assessment which would be prepared at condition discharge stage. This would consider any impact on Albert Mill.

The maintenance strategy for Albert Mill does not rely on access to the former Excelsior Mill site, and the proposal would not restrict future maintenance access to Albert Mill.

It is not possible to provide additional access from Hulme Hall Road to the canal towpath via the application site, nor is it viable to use part of the application site to extend the canal towpath. A key design driver is to reinstate the historic grid street pattern for the site which requires the development to be built to the back of pavement on the towpath and Hulme Hall Road.

It is considered that the other grounds of objection have been addressed in the main body of this report

Conclusion

The proposed building is of an appropriate scale and massing and responds to surrounding buildings whilst also providing a development that addresses a prominent site along the Bridgewater Canal and the bridge on Hulme Hall Road. The proposal would improve the settings of the Grade II listed Albert Mill and the south-western edge of the Castlefield Conservation Area by removing a vacant gap site which is unattractive and detracts from the visual amenity within the area, and would respect the setting of the adjacent heritage assets. The quality and design of the proposal would enhance the area and maintain its character and appearance and would aid the ongoing regeneration of the St. Georges area. The proposal would enhance the frontage onto Hulme Hall Road and provide activity to the Bridgewater Canal towpath. The site is located in a highly accessible area that is well served by public transport. There are various bus routes along nearby Chester Road, rail services at Deansgate Station and Metrolink services available at nearby Cornbrook Station and also Deansgate-Castlefield Station. There are also pedestrian and cycling opportunities along the Bridgewater Canal. The development would be energy efficient, sustainable, safe and fully accessible. The proposal has given full consideration to the policies and guidance within the NPPF, Manchester Residential Quality Guidance and the Manchester Core Strategy and is therefore acceptable.

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

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

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

Article 35 Declaration

Officers have worked in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Appropriate conditions have been attached to the approval.

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:

Drawings

0280_02_001 Rev A
0280_02_004 Rev A
0280_02_006 Rev A
0280_03_00B Rev B
0280_03_00G Rev B
0280_03_001 Rev B
0280_03_007 Rev B
0280_05_001 Rev B
0280_05_002 Rev B
0280_05_003 Rev B
0280_05_004 Rev B
0280_05_005 Rev B
0280_05_006 Rev A
0280_05_007 Rev A
0280_05_010 Rev A

all stamped as received by the Local Planning Authority on 10 April 2017

Accommodation Schedule - Tim Groom Architects
Supporting Statement (Planning & Regeneration) - Deloitte Real Estate
Design & Access Statement - Tim Groom Architects
Archaeological Desktop Report - Pre-construct Archaeology
Environmental Standards Statement - Futureserv, Rev 2, dated 29 March 2017
Energy Statement - Futureserv, ref. P6171/17.0/Reports
Ecological Assessment - Penny Anderson Associates, dated March 2017
Crime Impact Statement - Greater Manchester Police, Version A, dated 4 April 2017, ref. 2017/0141/CIS/01
Ground Conditions Report - Ramboll
Transport Statement - SK Transport, ref. 170327/SK21720/TS01(-00)

Travel Plan Framework - SK Transport, ref. 170327/SK21720/TS01(-00)
Site Waste Management Strategy - Tim Groom Architects
TV Baseline Survey (pre-construction - Pager Power, dated March 2017
Heritage & Visual Impact Statement - Heritage Architecture
Noise Assessment - dBx Acoustics, ref. 17003 Excelsior Mill, dated 24 March 2017
Sunlight, Daylight and Overshadowing Assessment - Grayscanlanhill, ref. (1461)MPS
Final, dated March 2017
Flood Risk Statement and Drainage Strategy - Ramboll, dated February 2017
Air Quality Assessment - Wardell Armstrong, dated March 2017
Ventilation Strategy - Futureserv, P6171/17/Reports
Wind Assessment, Desk Based Study - Urban Microclimate, dated March 2017
Waste Management Strategy

all stamped as received by the Local Planning Authority on 10 April 2017

The agent's email of 11 July in relation to the Highways comments and the provision of 2 electric vehicle charging points

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

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

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

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).

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.

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

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

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

5) Piling or any other foundation designs using penetrative methods are not 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 which poses no unacceptable risk of pollution, pursuant to policy DM1 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 City Council as Local Planning Authority. For the avoidance of doubt this 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 Bridgewater Canal from accidental spillages, dust and debris in relation to site clearance, earth moving shall take place or material or machinery brought on site

The 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 Core Strategy.

7) The development hereby approved shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation that the development has been built in with the recommendations contained within section 3.3 of the submitted Crime Impact Statement, Version A, dated 4 April 2017, ref. 2017/0141/CIS/01, and the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

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

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

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

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

10) No development shall take place full details have been submitted regarding the implementation of a programme of archaeological works. The works shall be undertaken in accordance with a Written Scheme of Investigation (WSI) that shall be submitted to and approved in writing by the Local Planning Authority prior to them commencing. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:

- archaeological evaluation through trial trenching
- dependent on the above, targeted more detailed area excavation and recording, and/ or
- an archaeological watching brief.

2. A programme for post investigation assessment to include:

- production of a final report on the significance of the below-ground archaeological interest.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. A scheme for disseminating the history and archaeology of the site.

5. Provision for archive deposition of the report and records of the site investigation.

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

Reason - In accordance with the NPPF (Section 12, Paragraph 141), to record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

11) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policy DM1 of the Manchester Core Strategy.

12) The cycle parking area shown on the approved plans shall be made available at all times whilst the site is occupied.

Reason - To ensure that there is adequate cycle parking for the development proposed when the building is occupied in order to comply with policy DM1 of the Manchester Core Strategy.

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

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

14) Before the development hereby approved commences, a scheme to protect the water quality of the Bridgewater Canal during development and construction works shall be submitted to and approved in writing by the City Council as local planning

authority. The details submitted shall indicate how the water and towpaths are to be protected from contamination from construction or other materials during the development and construction periods relating to the application proposal, how the scheme will be implemented, and how it will be managed throughout the development period.

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

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

a) Measure the existing television signal reception within the potential impact areas identified in the TV Baseline Survey (pre-construction) by Pager Power, dated March 2017, before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

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

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

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

adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

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

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

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

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

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

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

19) No development shall take place until surface water drainage works have been implemented in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, the details of which shall be submitted to and approved in writing by the Local Planning Authority before development commences. The works shall be implemented in accordance with the approved details.

Reason - To promote a sustainable development, secure proper drainage and manage the risk of flooding and pollution, pursuant to guidance within the NPPF and policies EN8 and EN14 of the Core Strategy.

20) The development hereby permitted shall not be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as 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;
- As built construction drawings (if different from design construction drawings);
- A 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, to ensure that a managing body is in place for the sustainable drainage system and to ensure there is funding and

maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Core Strategy.

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

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy.

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

- (a) The proposed hard landscape materials, including the materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building;
- (b) Any external lighting;
- (c) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and brick, bird boxes and appropriate planting.

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

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

23) External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the City Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the City Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

24) No part of the development shall be occupied unless and until details of a parking management strategy for residents 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.

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: 115919/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
Travel Change Team
Corporate Property
MCC Flood Risk Management
Housing Strategy Division
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
United Utilities Water PLC
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Castlefield Forum
South Neighbourhood Team
Bridgewater Canal Company Ltd

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

Representations were received from the following third parties:

Highway Services
Environmental Health
MCC Flood Risk Management
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Bridgewater Canal Company Ltd
Apt 163, 1 Kelso Place, M15 4LE
Apt 367, 3 Kelso Place, M15 4GS
304 Albert Mill
108 Albert Mill
Apt 101 Albert Mill

Apt 201 Albert Mill, 50 Ellesmere Street, Manchester, M154JY
Loft 39 Britannia Mills, Hulme Hall Road, Manchester, M15 4JY
Apartment 303, Timber Wharf, 32 Worsley Street, MANCHESTER, m15 4ny
Flat 303, 50 Ellesmere Street, Manchester, M15 4JY
58 Mere House, Manchester, M15 4QR
Apt 9 Mere house, 62 Ellesmere street, castlefield locks,castlefield, manchester,
m15 4qr
108 Albert Mill, 50 Ellesmere St, Manchester, M15 4JY
401 Albert Mills, 50 Ellesmere St, Manchester, M15 4JY
404 Albert Mill, Ellesmere street, Manchester, M15 4JY
105 Albert Mill, 50 Ellesmere Street, Manchester, M15 4JY
105 Albert Mill, 50 Ellesmere Street, Manchester, M15 4JY
34 Vantage Quay, 3 Brewer Street, Manchester, M1 2ED
Address not supplied
Group objection received from several apartments in Albert Mil and 503 Burton
Place, M15 4LR

Relevant Contact Officer : Carolyn Parry
Telephone number : 0161 234 4022
Email : c.parry@manchester.gov.uk